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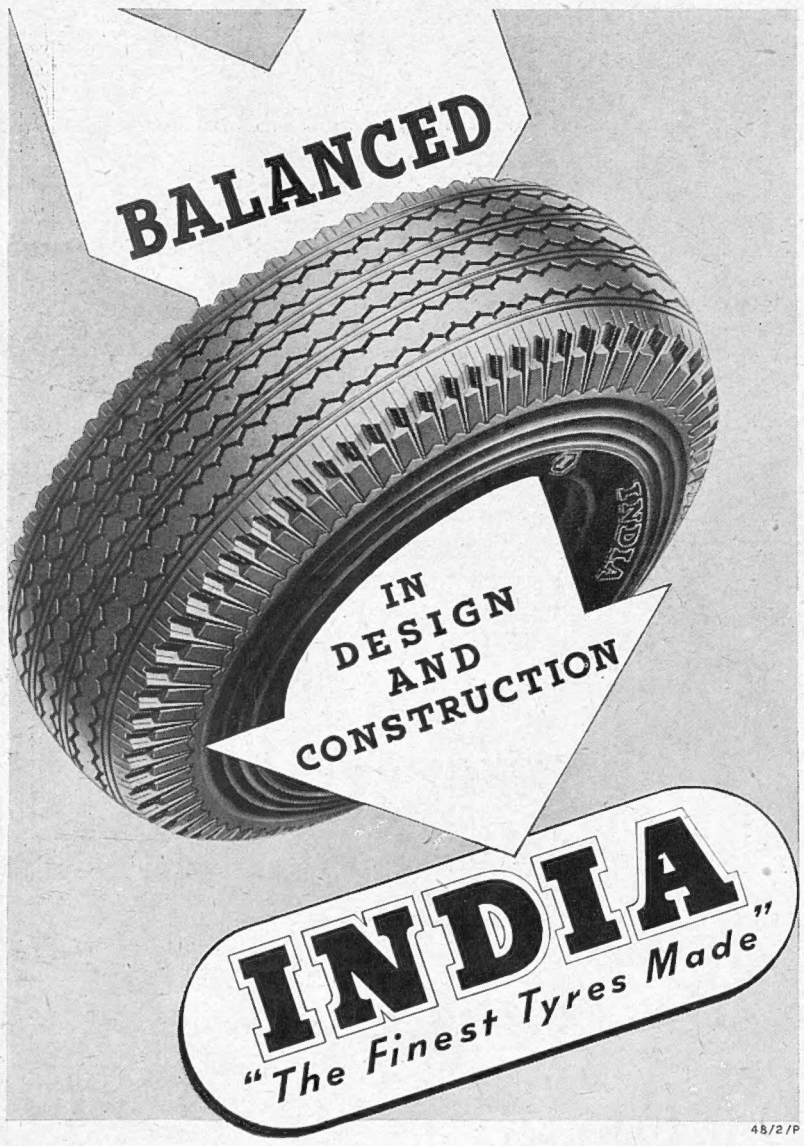

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Volume CXCIII No. 2514 The SPHERE, London, April 10, 1948

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

THE SIEGE OF THE BERLIN RAIL H.Q.—UNITED STATES MILITARY POLICE ON DUTY OUTSIDE THE CONTROL BUILDING IN THE AMERICAN SECTOR USED BY GENERAL PETROFF, COMMANDER OF RAILWAYS FOR THE RUSSIAN ZONE: The Americans allowed Russians to leave the building, but did not let them re-enter. Germans were permitted to take food into the building. The agreement to hold four-power talks on the Berlin crisis eased the tension last Monday

The headquarters of the Russian Zone railway system, the nerve-centre for transport throughout Eastern Germany, happens to occupy an oasis in the American sector of Berlin. This circumstance enabled the Americans last week-end to retaliate against Russian action with regard to the boarding of British and American trains coming in and out of Berlin. The retaliation took the form of a siege of the rail headquarters depicted above. Last week-end it seemed apparent that Russia was trying to oust the Western Allies from Berlin by every means short of war, and at the same time to bolt down the Iron Curtain on the last democratic resistance to Communism in the Soviet Zone. So long as Four-Power Control remains in Berlin, the Soviet aim cannot be achieved, and both General Robertson and General Lucius Clay, the British and American Commanders, showed no signs last week-end of relinquishing that control. Last Saturday Lord Montgomery flew to the British Zone of Germany for conferences with General Robertson, and later he arrived in Berlin for his meeting with Marshal Sokolovsky

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A LONDON NEWSLETTER

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THE MEN WHO HAVE BEEN TACKLING THE BERLIN CRISIS—GENERAL SIR BRIAN ROBERTSON, THE BRITISH MILITARY GOVERNOR, SPEAKING AT A RECENT LUNCHEON IN THE AMERICAN SECTOR OF THE CITY: On Sir Brian's right hand is General Lucius D. Clay, the U.S. Military Governor, and on his left hand is Major-General Nevil Brownjohn, the British Deputy Military Governor. Following the hold-up of British trains last week, it was Major-General Brownjohn who conferred with the Soviet Chief of Staff, Lieut.-General G. S. Lukyanchenko, but he failed to gain an assurance that British trains would not be boarded by Red Army men. General Clay tackled the situation by ordering that all supplies for Berlin should be brought in by air. Since then Field-Marshal Montgomery, Chief of the Imperial General Staff, has flown to Berlin in order to meet Marshal Sokolovsky, the Russian Commander-in-Chief

Franklin Roosevelt.—

Our thoughts to-day remember a great man, a world figure whom history will always rank among perhaps two-score of the world's greatest figures—President Roosevelt. He stands in effigy in the centre of London, and it is natural that he should occupy more space than Washington. He meant more to Englishmen. Our debt to him is vivid, obvious and not oblique. We pause to reconsider him, to admire and to speculate. What if he had lived to this day? What if, neither shelved nor hampered, he had retained all his powers and all his power? That were unlikely, even if he had not died. Would our world be less desperate to-day if Roosevelt and Churchill had continued their co-operation in the direction of world affairs until now? We do not know. But this at least a study of history tells us: In world affairs personality counts, the characters of individual men direct the course of events far more than we commonly suppose. In my belief Roosevelt and Churchill corrected each other's faults, hammered out sound statesmanship in time of war by co-operation, and laid no mean foundation for the shaping of peace. Neither, I think, without the other's co-operation, could have materially directed events into easier channels. The partnership, continued to this day, might have done so. The one is dead and the other hamstrung; and in world politics to-day great men and great minds are sadly to seek; hope and inspiration are sadly to seek. Let us acknowledge our debt and remember our loss again.

Back To Business.—

There is nothing very pretty or encouraging to comfort statesmen of the world back in harness. We must rely on our new resolution to regard nothing as so bad as it looks. Neither in Berlin nor in Moscow are there clear signs of a late repentance by Russia, or of first fruits from the new Western resolve to stiffen up. Appeasement had certainly failed, and for myself I welcomed the Prague ginger. Perhaps it is too soon to look for results. In Palestine, the situation goes from bad to worse. U.N. resolutions and American formulæ do not lower the death rate, and the contending Jews and Arabs exterminate each other at the rate of fifty a day. Palestine is indeed still under British mandate for a few weeks more, but no amount of phrases and formulæ can conceal the naked truth that no other nation in civilisation proposes to risk the bones of a single grenadier after May 15 has come and gone. Neither in Italy on the eve of the elections, nor at Trieste, is much hope or comfort to be gleaned, and Spain is to be left out of the party of European reconstruction. Is it worse to remember nothing or to forget nothing? One thing we know for certain. We are all set for another spate of words and phrases until Whitsuntide affords a brief respite.

Too Bad to be True.—

"Nothing is too bad to be true and nothing is true that is not bad." So spoke an embittered character in an early-Victorian novel by Emily Eden. So might anyone say to-day, if he relied for his facts only on headlines and bulletins. The spring of the year is the season of repentance and rebirth, and the most useful renaissance we could accomplish would be the shuffling off of this dismal complex. The truth is: if you want the truth, you must go out and find it. That is our prime difficulty in our relations with Russia, and *vice versa*. We have different meanings for the same words, we speak and think in different languages and very, very few of us can go out and find the truth behind the iron curtain. The truth is that almost nothing is as bad as it is made out—not even in Jerusalem or Prague. Even there, there are intervals of normality, instances of kindliness and good manners. Discipline, justice, kindliness, fellowship are totally dead nowhere. Wherever these flowers can get a foothold, they come back like the loosestrife and poppies in London's bombed areas. If Everyman this April made a fresh start along the uphill road with a determination to find truth for himself, to condemn nothing and no one without legal proof, to try whether restraint and decent manners may not pay better than curses, warnings and passion, the journey to Travellers' Rest would surely be pleasanter, and might be shortened.

Second Chamber—Another Failure?—

It looks as if the all-Party Conference on Lords Reform may fail on the vital point of difference—a full year of veto or a "nominal" year capable of adroit truncation to a few months. It was my expressed view that the Government did not desire success or reform. I still hope I may be wrong. For otherwise we go back to anachronisms. It is quite true that the present composition of the Upper House works well. Every peer who attends knows it, so do those of us who trouble to study reports of its debates. The average House (of 600-odd Members) does not exceed thirty, and an examination of its composition reveals that no more than a tenth are "the sons of their fathers," i.e., old creations. The bulk are newly-created peers, mostly drafted from the Commons for useful debating gifts, or ex-Governors and other high-ranking State servants or industrialists. It is these who keep debate going, and on a high level. But it is not everybody who knows this or will accept the principle that *planned* institutions never work in England, and only those which haphazardly adjust themselves to changing conditions over generations of time *do* work. Hereditary peerages must go on being recruited to full strength, and for a long time the Labour Party must, for equality's sake, find most of the recruits. That would be very well but for the fact that hereditary peerages are not regarded in that party as rewards but as "kickings upstairs." It is the way out for removing unsuccessful Ministers, or else it calls for combings to find "somebody who will do." Hence, it must be, as far as that party is concerned, a recruitment not of merit but of the second-rate.

Gambling and Saving.—

Lord Kindersley should know something of the prospects of national saving. Those who heard him in the Upper House on that subject at the end of March must have been impressed by his authority—and convictions. "It is absolutely impossible," he said, "that the campaign can succeed with the wave of gambling which is now going on in the country. I hope everyone in this House will do his best to minimise the effects of this curse which is overrunning this country." Strong words, yet quite indisputable and given very little publicity outside *Hansard*. *Bread and circuses*. Savings mean *bread*. The circuses, run riot, mean not enough bread. *Bread and circuses* is the demagogic slogan of all weak Governments. The people must be kept *sweet*—that is, the workers. Hands off the workers' fun. So we shall get a restoration of greyhound-racing days before a restoration of petrol. And—even though our economic condition worsens still further—the last expedient we may expect will be Government example in saving or Cabinet courage in discouraging gambling. The Lords may do what they can to minimise this evil, but we must not look to the Commons to set an example in saving or to eliminate its greatest enemy. Among the first bitter fruits of war is always the unseating of human reason and a decline in morality. Historians will one day undoubtedly pronounce the verdict that gambling and crime attained a new high record under the Socialist administration of 1945.

P.R.O. (P.A.Y.E.).—

I listened on the air the other night to a dogfight argument concerning the value for our money of the P.R.O. departments. I gathered that their sole object is to supply us with the facts (without party bias) which will enable us to play our due part in the planned economy of modern life, and to make clear the why and wherefore of obscure regulations and requirements. For myself, I shall begin to believe in the virtues of P.R.O.s when the official concerned with income tax (P.A.Y.E.) has responded to my innumerable appeals, made obliquely, direct and by every means in my power, to explain to me the why and wherefore of one single insoluble and vexatious puzzle: WHY IS IT that the employer of a single gardener, whose code number indicates that he is income-tax free, and who receives the same wage week after week, year after year, without any deduction (as confirmed by the local inspector), is regularly required to render a return of "income-tax deducted" and is regularly furnished with huge bundles of useless, redundant stationery, a dozen or more at a time of utterly unnecessary forms? In face of the Government's declared desire to save paper, to save staff, to lighten the burden of the citizen, this puzzle (which the local officials utterly refuse to explain) is more than a mystery; it is a festering sore and a cause for my loathing and despising bureaucracy in any form. If this catches the eye of P.R.O. Income Tax P.A.Y.E.—if such an official exists and draws his salary from the taxpayer—will he not give me a fair and reasonable answer, and so enable me to think more kindly of his department and more hopefully of his own usefulness?

World's End.—

The Seventh Day Adventists of Australia have another hunch that the end is near. Ten thousand of them are said to be "streaming out of Melbourne, Sydney and Brisbane." For (they say) the cities will go first and the country places will yield up the last survivors of humanity. The "end may come" by means of atom bombs or by a less unnatural explosion. For even a S.D.A. likes to have two strings to his bow of self-justification. Now, all this seems to give a very welcome advantage (not always easy to find) in possessing "a little place in the country." I often bemoan its disadvantages. Now I can congratulate myself that, when the city dwellers are all exterminated, I shall enjoy the obvious advantages of a few more days of existence in this beautiful world, even though they be spent in primitive conditions. We must admit that the S.D.A. prophets have chosen a good moment for their latest hunch. Berlin (I dare say the "crisis" in Berlin is over-coloured) and Palestine offer to sensation-mongers a fair field for the exercise of their atomic energy, and all over the world conditions are such that true believers may well decide that God has at last "got bored" with His creation of mankind and has resolved: *il faut en finir*. For myself, I believe His patience is infinite and that the world will carry on and perhaps even settle down a little, and that this S.D.A. prophecy will do no more than release for the occupation of the benighted a few more houses in Melbourne, Sydney and Brisbane. It won't stop the Test Matches.

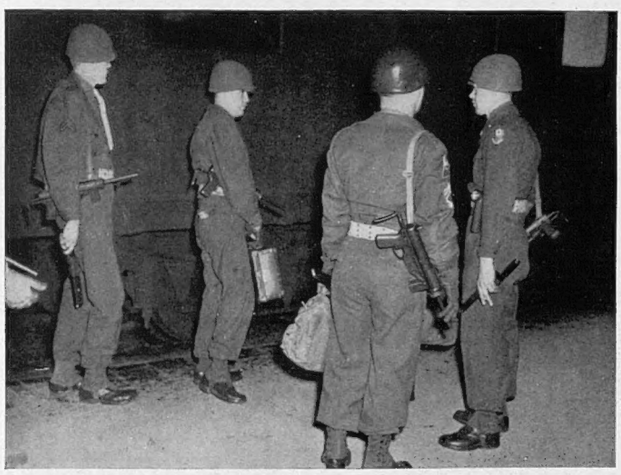
THE OLD STAGER

THE BERLIN CRISIS

How the Western Allies Met the Russian Threat

THE NERVE-CENTRE OF THE RAILWAY SYSTEM OF EASTERN GERMANY AND OF THE RUSSIAN MILITARY RAILWAYS IS SURROUNDED BY AMERICAN TROOPS : The Reichsbahn direktion building in the United States sector of Berlin was cordoned off last week-end. Major-General Kotikov, the Russian Commandant, asked Colonel Howley to remove the cordon, but received the reply that the matter had been referred to General Clay, and that it was not expected that he would be able to give his attention to it until he had solved the problem of the free entry of American supply trains

NEXT STOP, THE BRITISH ZONE OF GERMANY : Field Marshal Viscount Montgomery with the Camp Commandant during a visit to the training centre for Belgian N.C.O.s at Beverloo. Following the inspection, the Field Marshal flew on to Melle, in the British Zone, where he met General Sir Brian Robertson for a discussion on the situation in Berlin



ARMED AMERICAN TROOPS GUARD THE RAILWAYS AND THE ROADS : *Left*—**Guards about to board a train at Helmstedt, in the British Zone of Germany, before passing through the Russian Zone en route to Berlin. The train was subsequently turned back by the Russians because the Americans refused to allow Soviet officials to board it for inspection.** *Right*—**U.S. military police assisted by German police at their new check-point on the Berlin-Potsdam road. Russians who are accustomed to entering their sector by this route through the American sector have made a wide detour rather than submit to examination**

DAKOTAS FROM FRANKFURT HELPED TO SUPPLY BERLIN WITH FOOD : Machines lined up at the Tempelhof Airfield after emergency flights occasioned by Soviet restrictions on the railways. Last Monday the restrictions on freight were off and the emergency Dakota service was no longer necessary. General Clay announced that all American families wishing to leave Berlin could do so at once at the expense of the American Government

A RUSSIAN OFFICER AND A RUSSIAN DRIVER ARE TURNED BACK : They were attempting to enter the headquarters of the railway system in the American sector, but were told that they could not pass the cordon. All Russians wishing to leave the building were permitted to do so. Germans, with the necessary credentials, were allowed free entry and free exit

ON THE TERRACE AT WINDSOR—MRS. ROOSEVELT WITH THE ROYAL FAMILY DURING HER WEEK-END VISIT AFTER HER ARRIVAL IN ENGLAND: The King and Queen, Queen Mary, Princess Margaret and the Duke of Edinburgh with their guest. Last Sunday they made a tour of the Castle, and a crowd which gathered in the Grand Quadrangle cheered them when they made a brief appearance. A band concert which was to have taken place on the East Terrace had to be cancelled on account of stormy weather. *On right*—MRS. ROOSEVELT IN GROSVENOR SQUARE: Shaking hands with Mr. Lewis Douglas, the American Ambassador, when inspecting the approach to the statue of Franklin Roosevelt which she is to unveil on Monday morning

MRS. ROOSEVELT MEETS THE PRESS: The widow of the thirty-second President replying to questions when the "Queen Elizabeth" docked at Southampton. With her usual skill, she parried Presidential election issues and refused to be drawn about her attitude towards U.S. politics

MRS. ROOSEVELT IN WINDSOR and LONDON

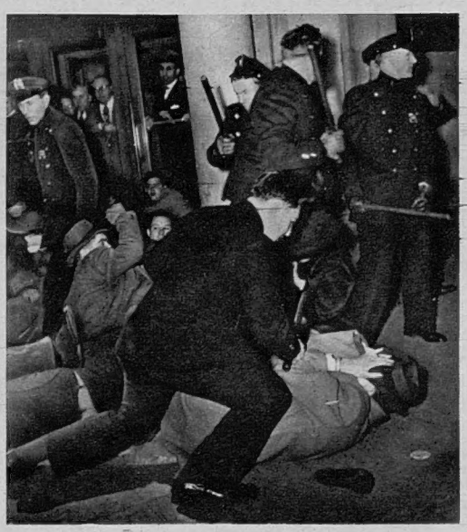
The Late President's Wife Arrives for the Unveiling of Her Husband's Statue

STANDING ON THE BROAD APPROACH LEADING TO THE ROOSEVELT MEMORIAL: Mrs. Eleanor Roosevelt in Grosvenor Square, where she was given an outline of the arrangements for next Monday's unveiling. Standing third from right is Mr. Lewis Douglas, the United States Ambassador, who has only lately returned from Marshal Aid conferences in America. Following her Windsor visit Mrs. Roosevelt is staying at Claridge's as the guest of the Pilgrims

THE LIE-DOWN STRIKE ON WALL STREET

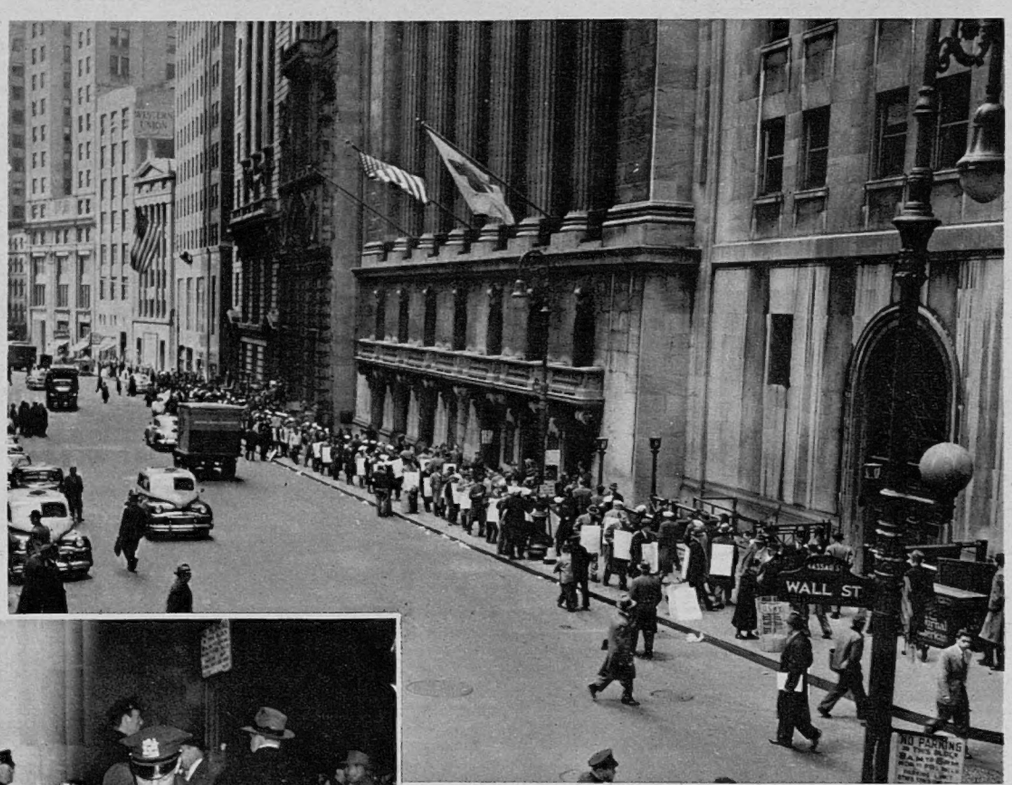
How the Pickets Attempted to Prevent the Opening of the Stock Exchange

THE PICKETS WERE OUTSIDE, BUT BUSINESS CONTINUED WITHIN : The scene on the floor of the New York Stock Exchange during the opening hours of business, when, despite strike action by 1,000 clerks and lift operators, dealings were not much below normal, 330,000 shares changing hands. Stock Exchange members and brokers stood in for their employees and heartily enjoyed a few hours' clerking



POLICE WERE BAFFLED BY THE LIE-DOWN STRIKERS : The Stock Exchange pickets lay on the ground in order to prevent anyone getting to work inside the building. The police tried to move them, but in most cases they were unsuccessful

"DON'T GO INSIDE, MISTER!" : Pickets attempting to dissuade a fellow Stock Exchange employee from entering the building to start his work



1,000 MEN AND WOMEN PICKETS CIRCULATED THROUGH WALL STREET AND NASSAU STREET : The pickets with their placards in action outside the New York Stock Exchange. Many merchant seamen, sent by the two seamen's unions, helped the Stock Exchange clerks in their fight for higher wages. Mr. Emil Schram, President of the New York Stock Exchange, declared that he had been unable to find any serious effect from the strike. However it was noted that internal quotation services had been suspended, and members of Stock Exchange and Curb Exchange obtained quotations from the floor. Machines operated the outgoing quotations without a hitch

VIOLENCE IN THE PICKET LINE : Swinging truncheons and tugging at arms and clothing, New York police vainly sought to move the men of the United Financial Employees' Union who had flung themselves on the ground at the entrance to the Stock Exchange. Forty pickets, who piled themselves into a human barricade, were arrested during the battle

In 1792 a group of business men assembled under a buttonwood tree on the island of Manhattan on the site of what is now 70, Wall Street. They conducted their business with grave decorum. To-day, 156 years later, the New York Stock Exchange which evolved from that meeting is one of the most palatial business buildings in the world, but the business men of 1792 would have been astonished at what transpired a fortnight ago on the site of that buttonwood tree. With a crowd of tough seamen to help them, members of the United Financial Employees' Union, throwing all dignity to the winds, set about picketing the Exchange in force, but 1,000 men and women with placards could not keep the brokers out, and as a result the pickets tried what a really thorough lie-down strike would do. A bloody clash between pickets and police followed, and Wall Street and Nassau Street echoed to the roars of pain as truncheons were wielded with a will. Eventually forty pickets found themselves under arrest. The cause of the strike was a demand for wage increases ranging from £2 5s. to £3 15s. a week. Wages at present range between £6 15s. and £25 5s. a week

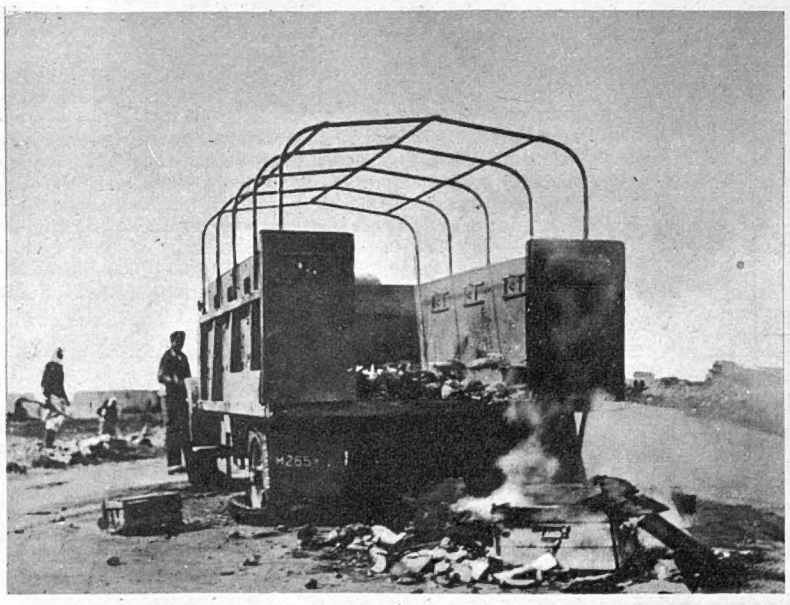
AFTER THE AMBUSH ON THE NABLUS ROAD : A British armoured car pulling up alongside a wrecked Jewish armoured car following a determined Arab attack on a Jewish convoy. As a result of the intervention of General MacMillan, the G.O.C.-in-C. Palestine, and of Brigadier Glubb Pasha, the Arabs did not try to prevent the ten injured Jews from being taken to hospital. During the engagement sixteen Jews were killed, and Arabs are seen in this picture attempting to take their weapons from the armoured car

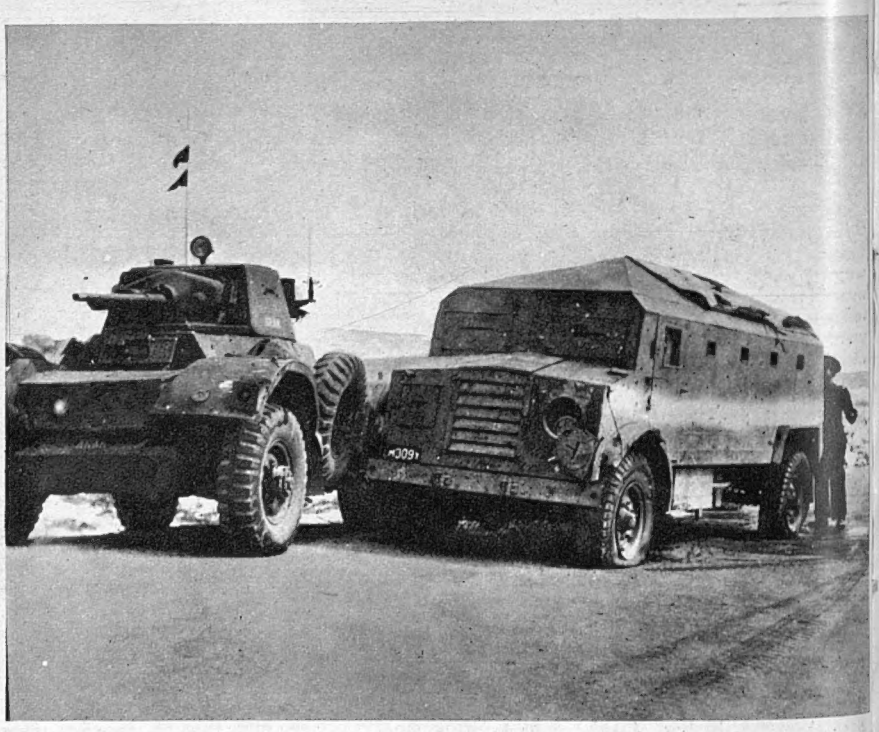
A PRELUDE TO A SUCCESSFUL INTERVENTION : General MacMillan (second from right), and Brigadier Glubb Pasha (centre), leader of the Arab Legion, talking with an officer and N.C.O. when they reached the scene of the Arab ambush on the Jerusalem-Nablus Road. When they had been apprised of the situation they parleyed with the Arabs, Glubb Pasha acting as interpreter, and as a result further massacre was averted

PALESTINE'S BATTLE OF THE CONVOYS

How the Arabs Got Astride the Jewish Communications

At the time of writing, every Jew in Jerusalem is under threat of starvation, and every Jew in every outlying settlement is in similar plight. The Arab levies have placed a stranglehold on the roads of Palestine. To get one food convoy through from the rich, fertile coastal plains to Jerusalem may mean the sacrifice of scores of vehicles, and at Easter the Jews suffered enormous losses in men, women and material. An example of the Arab methods was provided by their destruction of the Hebron convoy (illustrated on the next page), which, after getting through to its destination, was ambushed on the return journey, being caught in an Arab minefield three miles south of Bethlehem. When the train of vehicles had been broken into several sections by the mines, the Arabs pounded the vehicles with many types of automatic weapons and mortars. The loss of life was great, the Haganah losing about 100 men and women ; and if the survivors had not been rescued by British intervention when making their last desperate stand in a nearby house, they would have suffered complete annihilation. The Jews say they will not give up this fight if it means giving up partition, and the Arabs, on their part, have shown no inclination to accept a truce unless it is very much on their own terms.





A HAGANAH CONVOY BROUGHT TO A STANDSTILL : *Left*—An armoured food truck after it had been brought to a standstill by Arab machine-gun fire and the contents had been looted. *Right*—A Jewish armoured vehicle which was protecting the Nablus Road convoy, but which itself fell a victim to Arab fire. The surface of the vehicle is pitted with bullet-marks. This was one of many convoys which attempted to get through against the orders of the British police

DEATH ON EASTER SUNDAY ON THE HEBRON ROAD—BODIES LYING IN THE HIGHWAY THREE MILES SOUTH OF BETHLEHEM AFTER A JEWISH CONVOY HAD BEEN AMBUSHED BY ARABS ON THE RETURN JOURNEY TO JERUSALEM: Those who escaped the detonation of the road mines and initial bursts of fire fought their way into a two-storey house, and there they put up a resistance until surrendering to the British and receiving a safe conduct back to Jerusalem

ON EASTER MONDAY THE BRITISH ARMY ARRIVED ON THE SCENE OF THE BETHLEHEM MASSACRE: These armoured vehicles had forced their way through seventeen road-blocks, but a strong force of Arabs prevented them from extricating the Jewish survivors of the convoy from the house in which they were besieged. During Easter Monday four Jewish planes flew over the area and attempted to bomb the Arab besiegers from their positions, but without any success

On right—**THE JEWS SURRENDER AT NABI DANIEL:** These young Haganah members, who had been besieged in a two-storey house near Bethlehem when making a final stand following the destruction of their convoy, were saved from death by the intervention of Sir Alan Cunningham, the British High Commissioner. Sir Alan, hearing of the plight of the Jews, sent the Hebron District Commissioner to the scene with orders to attempt to stop the fight. The Commissioner parleyed with Kemal Arakat, the commander of the force of 3,000 Arabs, and as a result the Jews were given a safe conduct to Jerusalem. They had to surrender their arms and ammunition to the Arabs. Many of the Jews were in a sad state after twenty-seven hours of continuous battle. If the British intervention had not taken place the Arabs would have run into the midst of the Jews a truck loaded with 1,500 lbs. of dynamite. Men of the Life Guards and the Suffolk Regiment provided the escort to safety. This Bethlehem battle has given the Arabs confidence that they can now wreck any Jewish convoy, even without heavier arms than they have at their disposal at the moment

THE VATICAN'S FIGHT TO STAY IN ROME

Its Future May Depend on the April 18 Elections

By FERDINAND TUOHY

THE very fact of so much depending on the free vote of a recently vanquished people would alone mark out the Italian Election as a rare event among its kind. When one notes the vastness of the issues involved, April 18 really does become a day in history.

Western civilisation is at stake. Shall the Panslav-Communist Conquest roll on westward, or will it be halted on the eastern shore of the Adriatic? Shall Soviet power jut into the Central Mediterranean from the "toe" of Italy and from Sicily, or is the decisive sea to remain to the West?

But Christianity is far more than locally at stake. Christians will endure in their millions all over the earth, yet one has only to quote the words of Pope Pius XII in order to show how much is at stake:

"Rome—the cradle, propagator and protector of the eternal values of life and civilisation—is now in a phase which demands the highest vigilance, continuous action and unconditional readiness from the head and members of Christianity. The great hour of the Christian conscience has struck."

Leaving denominational questions on one side, it is clear that if the Papacy were to suffer defeat on its own hearth, every other form of adherence to Christianity would feel the repercussions. Nor is it enough, to avoid this defeat, that the Christian Democrats shall continue in government. What matters is, by how much they win, if win they do.

Should the Togliatti-Nenni candidates secure between 30 and 40 per cent. of the seats in the new Parliament, the Communists would demand key posts in the Ministry, such as Defence and Interior, giving control of the army and the police. If this were resisted, it could only mean civil war. If acquiesced in, everything that has supervened hitherto suggests that the establishment of a dictatorship would be only a matter of months.

And then? Why, even a *modus vivendi* of the kind that existed between the Quirinal and the Vatican in the days of the "Roman Question" before the Lateran Treaty of 1929, would be impossible between the Pope and a Communist dictatorship. Stalin might try to have it otherwise, might try to wheedle, in Rome, the success achieved in another manner with the Patriarch of Moscow, but it may be too much has been said and done for any such *dénouement*.

The Vatican would be as good as isolated from the rest of the world. Persistently would the Communists seek to exploit the clerical machinery for their own ends. An "iron curtain" would be rung down round St. Peter's and Vatican City, and the power and independence of the Papacy would be more seriously impaired than in the days of the "Babylonish captivity" at Avignon.

All this has been thoroughly understood by the keen intelligence of the present Pontiff, and that is why we are witnessing the open and forceful intervention of the priesthood in politics—the clergy are fighting hard and all the way so that the Bishop of Rome may remain in Rome.

Every parish priest has learnt how the Pope feels about voting. Every vote must be routed out, even among parishioners usually indifferent to politics. His Holiness has gone the length of asserting that anyone who, "through laziness or cowardice," abstains from voting, will be guilty of mortal sin.

The Pontiff himself told a delegation of Roman tram conductors that they would cease to be Catholics if they supported "materialistic doctrines," a plain reference to the Communists. And after Cardinal Schuster, of Milan, had dropped a bomb in the middle of the Togliatti camp by denying forgiveness of sins to Communist voters, the Vatican approved the action, and similar pronouncements by the Archbishops of Naples and Venice.

Whatever else may be said about the priestly intervention in politics, there is nothing underhand about it. It is all jostling on the surface—from mortal sin and no absolution to plenary indulgence. These must indeed be hectic days for religion in Italy. I pick up the paper and find hysteria has broken out here and there over voices and visions, then turn the page to headlines screaming the financial scandal in the Vatican.

The Communists made the most of this windfall, so well-timed for them that it might have been arranged. They also pounced on the denial of forgiveness of sins and were able to form one of their "fronts," this time among liberals and intellectuals and directed against clericalism as distinct from religion.

The Communist *mot d'ordre* has been to soft-pedal about religion in a country like Italy; so much so, that Luigi Longo officially answered Cardinal Schuster by reiterating the argument that there is no conflict between Communism and Catholicism or any other religion. Longo had previously said the Cardinal should go to prison for three years, but that was evidently reconsidered.

The double face shows outside Italy, where the big guns of Moscow and Belgrade have been belching forth attacks on the Vatican.

Pravda discovered some time ago that the Holy See was involved in the black market in a big way. American military equipment (said *Pravda*) had been sold at lowest prices to the Vatican, on order from Washington, and the Vatican had subsequently made 3,000,000,000 lire by resale at profiteering prices. What was not sold was stored away in secret Vatican warehouses, in monasteries and in schools for eventual delivery to Right-wing Italian parties.

"The Cominform Journal" carries the Vatican's financial turpitude a stage further. It tells how the Vatican is "above all a big financial power." In the United States it owns large investments in Sinclair Oil, Anaconda Copper and other trusts. Over-all Vatican capital investments in the world total 300,000,000,000 post-war lire, but "these data are still incomplete"; for which much thanks, for I was getting mixed over the noughts.

Such attacks have been going on for years and only underline the impossibility of the Papacy fulfilling its mission when surrounded and closely hemmed in by those who pronounce them. They are met by silence; not so other attacks or "mystifications," to use the *Osservatore Romano* expression. The Communists have been making capital out of an exchange of letters between the Pope and President Truman early last autumn, in course of which both parties took a stand against "the collective organisation of life."

Well, the Pope himself has had to prune that statement. The other day his Holiness indicated that the world must accept a sort of voluntary socialism. Persons who are waiting for the return of rugged individualism are guilty of "a deplorable lack of reflection." Although men have a right to liberty, "it cannot be the fascinating but deceptive formula of 100 years ago." Pope Pius indicated that he referred to the laisser-faire school of economics which wanted governments banned from business affairs.

This interesting re-interpretation in the midst of an election went on to the effect that the State should leave each man free to find his own way to advance the general good. Each individual must assume personal responsibility for the welfare of others. The Pope did not specify the means by which individuals should look after the common good, but then switched to private property.

"Private property is indispensable for the life of humanity and principally for family life. But some supporters of private property are making such a scandalous use of this right that they are doing more to destroy it than its enemies."

How we travel back through the centuries upon changing to this:

"Under the wall of the Colosseum to-night, beside the stone stadium in which many of the first Christians died, the Catholic Action held a dramatic candlelight service commemorating Christ's crucifixion. Hundreds of the faithful carried candles and recited prayers as a priest recalled Christ's last hours."

The Pope and the Vatican are fighting hard, and well they may, for there are those in the world without who are actively canvassing the removal of the Papacy from Rome. Archbishop Roy, of Quebec, has gone so far as to invite the Pope to remove to Canada should it be necessary. It certainly could not be to anywhere as near to Rome as Avignon!

Perhaps some clue may develop if we run in review the thirty-seven non-Italian cardinals. Never before has there been so high a proportion, or anything like it. The Italian cardinals number but twenty-three in a depleted Sacred College of sixty. The preponderance of foreign cardinals would, indeed, render a removal from Rome less humiliating than it might have been only a few years ago.

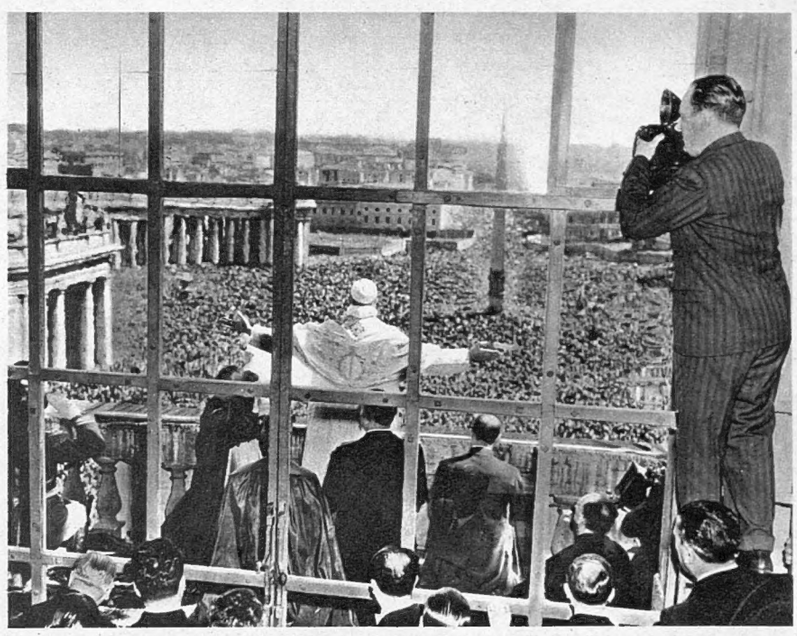
There are six cardinals of France, four of the United States, three each of Germany and Spain, two each of Argentina, Brazil, Poland and Portugal, and one each of Australia, Armenia, Belgium, the Netherlands, China, Chile, Canada, Cuba, Peru, England and Hungary.

A new "Avignon" in France seems to be ruled out by the big Communist challenge in that country. Germany and Austria are part-occupied by Communists. Hungary and Poland are behind the "Iron Curtain." Franco's Spain would not do.

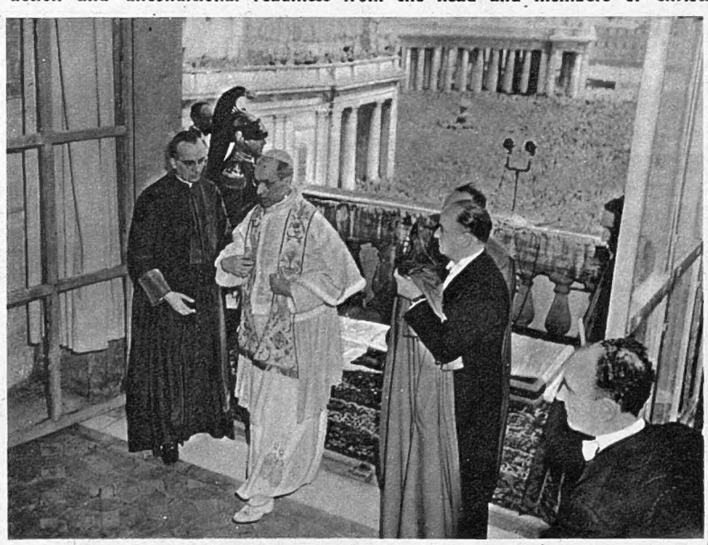
In Europe it does seem as if the Benelux countries and Portugal could provide the only havens. But one is left with the conviction that, if the Pope ever does have to move, it will be to the New World.

Despite her many Catholics, the United States would find it difficult to be host, and the choice might come down to Argentina and French Canada. Even either of these would involve serious diplomatic difficulties and complications, and for very different reasons.

Naturally the temptation is to conclude with the hypothesis that his Holiness might choose to become a far more real "Prisoner of the Vatican" than ever Pio Nono or his five successors were.



EASTERTIDE IN ST. PETER'S SQUARE—THE POPE GIVES HIS BLESSING FROM THE CENTRAL LOGGIA OF THE BASILICA: In his speech to 300,000 people gathered in the square below, the Pope declared that the present moment is absolutely vital for the Christian people of the world, demanding the highest vigilance, continuous action and unconditional readiness from the head and members of Christianity



THE POPE COMPLETES HIS WARNING EASTER MESSAGE TO THE WORLD: His Holiness retiring from the central loggia, where he had spoken to the great throng gathered below in St. Peter's Square. The Pope has attempted to rally every vote in Italy against Communism, and Cardinal Schuster, of Milan, has actually ordered that, in certain circumstances, the sacrament shall be denied to supporters of wholly materialist doctrines

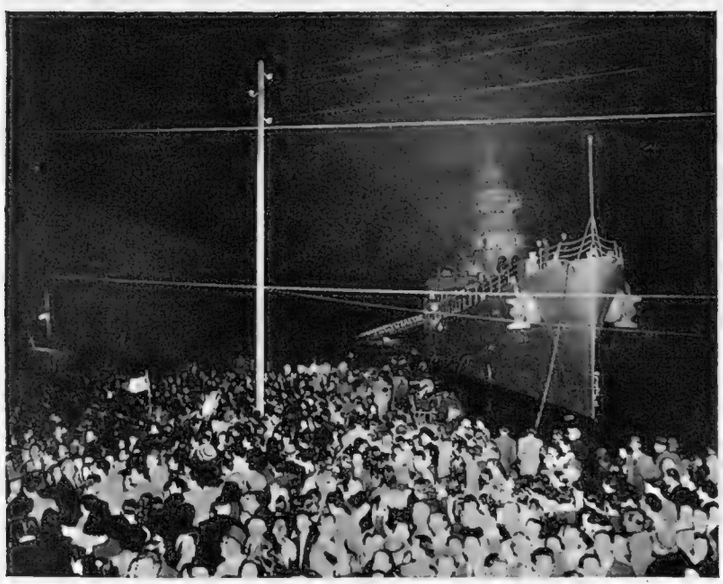
TWO NUNS APPLY FOR THEIR REGISTRATION CARDS : Having been reminded by the Pope of the importance of voting in the forthcoming elections, they visit the Palazzo Dell' Esposizione, headquarters of the election service, where details of all registered voters in Rome are kept. Both the clergy and members of the religious orders have visited the Palazzo in large numbers

WHERE ROMAN CITIZENS CHECK THEIR INCLUSION IN THE ELECTORAL REGISTER : A busy scene inside the Palazzo Dell' Esposizione, where a large staff of clerks is engaged in looking into the identities of those claiming a vote. Two nuns are seen in the centre of the hall, and priests are seen registering at one of the windows on the left. Thanks to the fairly efficient system in Rome the register has fewer discrepancies than in other cities. These discrepancies are particularly marked in the northern industrial areas, notably Genoa, where instances of duplication are rife

COMMUNIST ELECTION PROPAGANDA INDICTS THE AMERICAN WARMONGERS : This hand-lettered poster is displayed in the streets of Rome to draw attention to American perfidy. The statue of Liberty is shown holding aloft the threat of the "Bomba Atomica," and there are scathing references to Mr. Truman and Mr. Marshall. Below is the front page of a Communist newspaper referring to the case of Monsignor Cippico and alleging that the Vatican is the centre both of international speculation and of espionage. At the time of writing election preparations are going ahead rapidly. Serious irregularities have been reported in compiling electoral certificates, and in Genoa more than 14,000 such irregularities have already come to light

ITALY'S CRUCIAL ELECTION DRAWS NEAR

The Ballot Which Will Decide Between Communism and Western Democracy



TRIESTE HEARS THE NEWS OF THE WESTERN PROPOSALS : A crowd on the quayside, where the United States cruiser "Dayton" lay at her berth. The people came down to give the American sailors a cheer after it became known that Washington recommended the return of the Free City to Italy

A FALSE ALARM AT MONFALCONE : Crowds gathering in the main square of the shipbuilding town on the edge of the Free Territory of Trieste. They had just heard a rumour that Russia had agreed to the Western proposal to return Trieste to Italy. The announcement was made from a car with a public-address system, and those responsible for the hoax were not traced

The TOWER of LONDON'S NEW CONSTABLE

And, for the First Time in History, an R.A. Guard is On Duty There

THE NEW CONSTABLE OF THE TOWER OF LONDON: Field Marshal Earl Wavell, who has just succeeded to this office in place of Field Marshal Lord Chetwode, handling one of the Yeomen Warder's pikes during his Eastertide inspection. Standing beside him is Colonel Carkeet-James, the Resident Governor of the Tower. Following his inspection of the Yeomen, Lord Wavell attended the Easter service at the church of St. Peter

GUNNERS REPLACE INFANTRY ON GUARD AT THE TOWER: Men of the 98th Heavy Anti-Aircraft Regiment, part of the 1st A.-A. group which defended London during the war, marching into the Tower before taking over from the Scots Guards. Never until now has any artillery unit mounted guard at the Tower of London, and in the week after Easter they took part for the first time in the ancient Ceremony of the Keys. Before entering the Tower, the gunners—almost all young National Service men who have just finished three months' training—marched past Brigadier Hounsell on Tower Hill. At Byward's Tower they passed in their march a bronze muzzle-loader cannon and a 25-in. Turkish breech-loading gun, made in 1464, which threw stone shot weighing 6 cwt. On the parade-ground before the White Tower they were greeted by the Resident Governor, Colonel Carkeet-James. Addressing the men, the Governor said it was their duty to protect the Regalia at a time when ingenious thieves were operating all over the country

THE GUNNERS OF THE 98TH DRAWN UP ON THE PARADE-GROUND BEFORE THE WHITE TOWER IN THE HEART OF THE FORTRESS: The men are wearing their blue berets and the celebrated bow-and-arrow sign of Anti-Aircraft Command. In 1942 this regiment was a mixed unit, being called the 161st, but the number was changed in April of last year, and the unit is no longer mixed. The battery commander on duty at the Tower is Major R. H. Hoare. For their three-weeks stay a special flagpole has been set up on the edge of the parade-ground, and from this the Royal Artillery standard is being flown

GLIDING INTO BERTH 50—A FLYING-BOAT BEING DOCKED AT THE BRITISH OVERSEAS AIRWAYS CORPORATION'S NEW TERMINAL AT SOUTHAMPTON: This picture was taken during a test-berthing in calm conditions, and the Clipper was winched in with the greatest of ease. When the "Harwich," first inward-bound flying-boat from Iwakuni, Japan, arrived at Southampton just after Easter it was at the height of a gale, and the other two pictures on this page show how she too was berthed in perfect safety. This was an auspicious start for the new terminal which is to be opened officially on April 14 by the Minister of Civil Aviation

HOW THE WINCHING PROCESS IS CARRIED OUT AT BERTH 50: As soon as the flying-boat has come within a few feet of the dock a wire rope, passing from the hull through a centrally-positioned loop, is hauled in by capstan. The padded sides of the dock prevent injury to the Clipper

DOCKING A FLYING-BOAT AT THE HEIGHT OF A GALE

A Remarkable Achievement at the New Marine Terminal, Southampton

THE "HARWICH" ARRIVES FROM IWAKUNI, JAPAN: Docking the big Plymouth flying-boat in the midst of a gale at Berth 50, Southampton

For her Australian and Far Eastern services B.O.A.C. has placed great faith in the flying-boat, knowing that the public in turn have confidence in the large and commodious Clippers which maintain the service. Next week, on April 14, the Minister of Civil Aviation will open B.O.A.C.'s new marine terminal at Southampton, a much-needed successor to the Poole terminal; but already the Clippers are using this base, with fourteen boats coming in and going out each week. The first of the incoming flying-boats was the *Harwich*, and the speed with which she was brought into her berth despite gale conditions was a tribute to the efficiency of the new system. Berth 50 at Southampton consists of two floating docks and a terminal building with waiting-rooms on the ground floor and an excellent restaurant. Passengers are able to pass along covered ways from the terminal building to a station platform.

At the moment the B.O.A.C. is operating an Australian service, a Far Eastern service, and a Middle Eastern service (terminating at Bahrein, Persian Gulf). There will soon be a service to Johannesburg, arrangements having been made for the Clippers to land on the River Vaal at Vaaldam, some 30 miles south of the city.

Foreign News In Pictures

SURVEY of a TROUBLED WORLD

KING FAROUK TURNS THE WHEEL OF FORTUNE : The Egyptian King spinning two golden globes in a lottery to determine the assignment of farms among 600 landless peasants. The farms are round the £300,000 Government-built village at Kafr Saad, and the three peasant families whose names were drawn first from the globes received their farms outright. The remainder will pay a low rental for a period of ten years. If they are successful as farmers they will eventually be able to buy their farms outright

SIR WILLIAM STRANG IN VIENNA : The Permanent Under-Secretary at the Foreign Office, who is charged with watching the interests of the occupied territories, is seen (centre) talking with Dr. Figl (left), the Austrian Chancellor. Sir William, who had just arrived from Berlin, attended a session of the Allied Council during his stay, and he also discussed economic and political questions with Mr. Helmer, Minister of the Interior

H.M.S. "MERMAID" PUTS IN TO TRIESTE HARBOUR : The 1,400-ton British sloop seen in the free port, where she arrived to join the United States light cruiser "Dayton," following the announcement of the Western proposal that Trieste should be given back to Italy. The arrival of the sloop gave much satisfaction in Italian circles, as there has been apprehension in Trieste as to what would happen at this juncture if Italy was solely responsible for the defence of the free territory

THE ARREST OF EL SHAGURY : This man, it is alleged, shot the Vice-President of the Cairo Court of Appeal, Khazindar Bey, in the Cairo suburb of Helwan. It is said that he did the deed while an accomplice held back a gathering crowd with the aid of grenades. Khazindar Bey was attacked, it is thought, because he was presiding over the trial of a group of terrorists

THE HAPPY GUERILLAS : These Greek irregulars, recently captured in Epirus, are being interrogated by an intelligence officer of the Greek Regular Army. They all seem to be quite cheerful about their capture. Fighting in Epirus has gathered pace during recent weeks, and guerilla losses in killed and captured are said to amount to 700. In the same period the Greek Regulars have lost 300 men. The guerillas receive a fair amount of freedom after capture, a form of parole being in operation

EIGHT BOTTLES OF "HEAVY WATER" PRODUCE FOUR PRISON SENTENCES : Dorothea Bartels in the Munich Military Court, and beside her the "heavy water" which she attempted to sell on the Black Market for £7,500 a bottle. She said she received this stock, the largest in existence outside the hands of any Government, from her brother, a German chemist. After Frau Bartels had been sentenced to one year's imprisonment, von Douglas and Stephen Schmidt, two Germans, and Alexander Babisch-Armstrong, a Yugoslav, were each given sentences of six months for being in possession of the bottles

LABOUR TROUBLES IN QUEENSLAND : *Left*—Police and Communist demonstrators in conflict in Edward Street, Brisbane, and (*right*) an injured demonstrator awaiting the arrival of an ambulance after the clash. The cause of the disturbance was an unruly parade of railwaymen who have been on strike for more wages and, led by a Communist Member of Parliament, were attempting to march through Brisbane from the Trades Hall. The railwaymen's strike has since spread throughout the State, and as a result the Queensland ports have been idle and food for Britain has been held up. The strike has also held up the shipment of thousands of bales of wool for Britain and the Continent, where this raw material is needed for conversion into woollen goods which would be big dollar-earning exports. The strike has now become a contest between the State Government, which is upholding the system that wage claims must be dealt with by the Industrial Arbitration Court, and the Communist-dominated trades union disputes committee, insisting on direct settlement of claims

JAPAN ESTABLISHES A NEW POLICE SYSTEM : Members of the Tokyo Police Department signing documents of allegiance under the terms of the new Government decree which gives each urban centre its own autonomous force and also establishes a national rural police force to administer security throughout the rest of the country

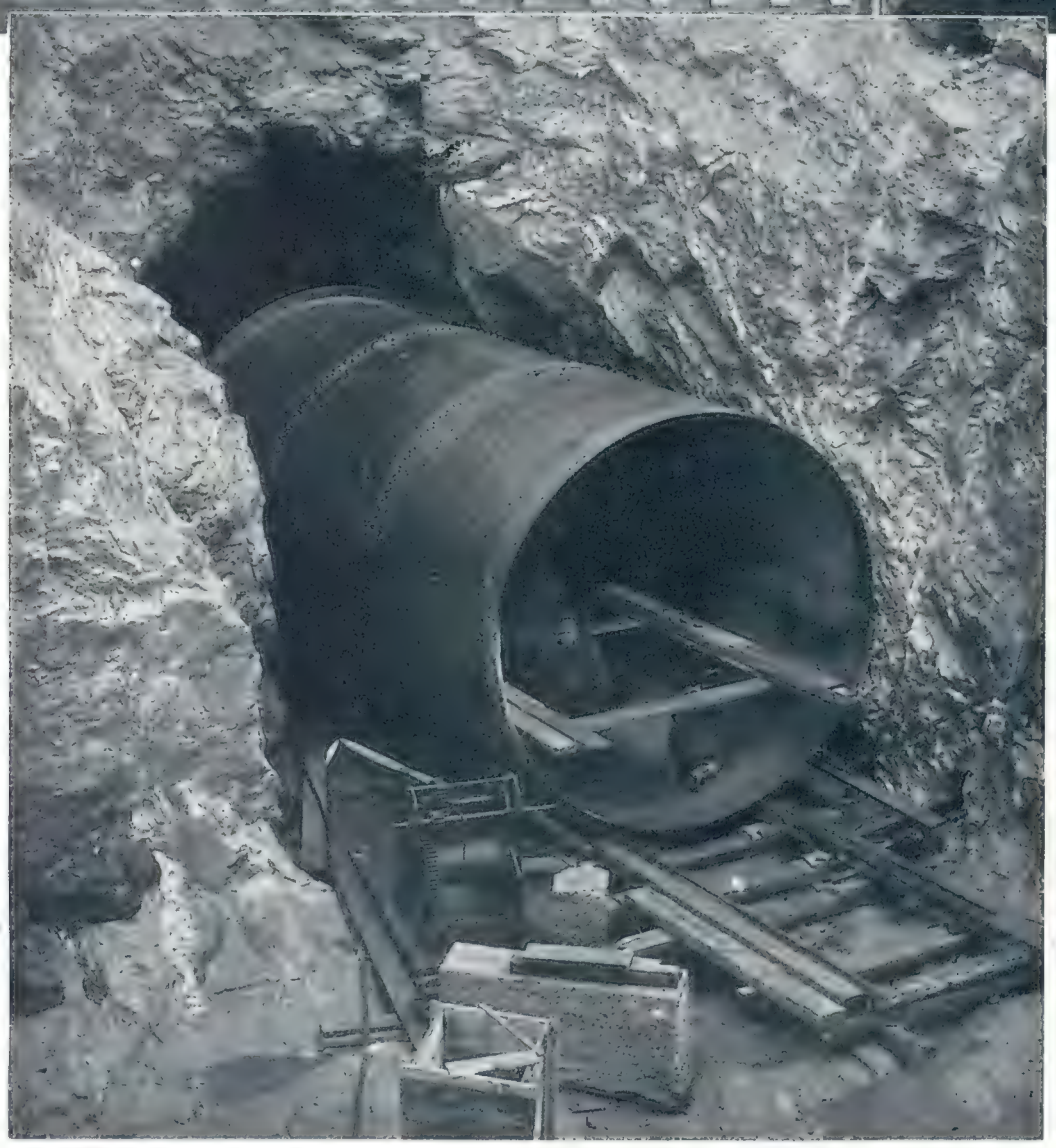
THE SALVATION ARMY AIDS CHINA'S HUNGRY MASSES : Bread being distributed to the destitute from a van which visited the Haining Road market, Shanghai. A ticket issued in advance entitles the recipient to two loaves of bread. Fifteen hundred 12-oz. loaves of men tou (Chinese steamed bread) are prepared and taken to a different section of the city daily for distribution to the needy. Standing amid the throng is a white officer of the Salvation Army. The distributors in the van, hard at work keeping pace with the demand, are Chinese members of the organisation

WATCHING THE ARRIVAL OF UNITED STATES AID TO TURKEY : Captain Ferit Goksel (Turkish Air Force), Colonel Davenport (U.S.A.A.F.), Major-General Hoag (U.S.A.A.F.), Major Yorukaslan (Turkish Air Force), and Captain Balkan (Turkish Air Force) at Etimes-Gut Airport, where they saw the landing of the first flight of American planes sent to Turkey under the United States Aid programme. Colonel Davenport was in charge of the flight and Major-General Hoag is head of the Aid Mission. Under the Greco-Turkish Aid Bill. Turkey alone receives military supplies worth £20,000,000

SIR LAURENCE OLIVIER AND VIVIEN LEIGH IN WESTERN AUSTRALIA : Surrounded by an admiring circle of amateur players during a visit to Perth University, where they saw a performance of "Œdipus Rex." It was in the title-role of this tragedy that Sir Laurence scored one of his greatest successes during the last Old Vic season. *Œdipus* has been included in the repertoire of the Oliviers' highly successful Australian tour. They will be in England in May for the premiere of Sir Laurence's latest film, *Hamlet*, which he himself has directed

"PICCOLO PICCARD" MEETS PROFESSOR AUGUSTE PICCARD : Pietro Vassena (left), the Italian inventor who recently took his midget submarine to a depth of 1,300 ft. in Lake Como, being greeted at Sierre Station, Switzerland, by the noted Belgian scientist, who is himself planning under-water exploration at even greater depths in the Gulf of Guinea. Vassena is called by his confrères Italy's Piccolo Piccard

THEY FOUND SOMALIA TOO HOT TO HOLD THEM : *Left*—**Italian refugees on board the liner which brought them to Naples, and (*right*) some of the demonstrators who welcomed them at the dockside in Naples on their return from Mogadishu, capital of Somalia (formerly Italian Somaliland).** These refugees were involved in the January riots in Mogadishu when, following demonstrations in favour of a return to Italian rule, sympathisers of the Italians attacked members of the Somali Youth League planning a counter-demonstration in favour of independence. The latter retaliated with widespread looting and killing, fifty-two Italians being killed in the ensuing clashes. The clashes coincided with the visit of the Four-Power Commission sent out to study the disposal of the former Italian Colonies. Since then Italy has made a strong diplomatic démarche, demanding from Britain adequate measures for protecting Italian lives



MUCH ADO ON THE BONNIE BANKS—THE LOCH LOMOND GENERATING STATION : Work in progress on the power house, which will provide electricity for the industrial lowlands. Not far from the generating station will be the Loch Sloy dam, which is to be the largest in Scotland. The generating station will be about 250 ft. long

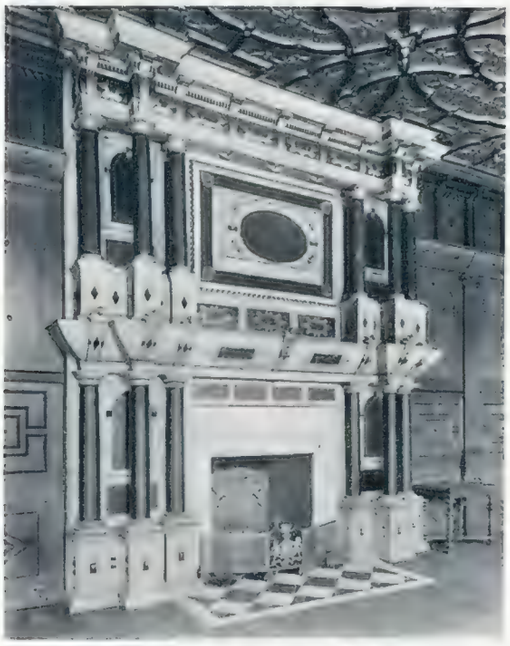
POWER FROM LOCH LOMOND

A New Scheme to Provide the Lowlands with Electricity

The waters of Loch Lomond and Loch Sloy will supply power to the Central Electricity Board when work on the present scheme of the North of Scotland Hydro Electric Board is completed. A dam measuring approximately 1,200 ft. long and rising to 150 ft. from the bed of the water, is being built at the south-east of Loch Sloy, and the Loch itself will extend another mile and be raised from 790 ft. above sea-level to 920 ft. The generating station is being built on the banks of Loch Lomond between the shore and the large railway viaduct and will rise to a height of 920 ft. Loch Sloy lies in the fold of the hills between Ben Vane and Ben Vorlich.

PROGRESS OF THE £4,500,000 ELECTRICITY SCHEME : *Above*—A view of Loch Sloy showing the area soon to be filled by water. Depth of the water here will be 160 ft. *On left*—A section of the great water pipe which will carry water to the turbines in the power plant on Loch Lomond through a specially-constructed tunnel hewn out of the rocks

THE NORTH FRONT AT HATFIELD: Looking across the spacious lawns to the historic mansion, which was used during the Second World War as a hospital. It has now been almost completely restored to its normal state, and Lord Salisbury has again decided to admit the public to a large part of the house, gardens and park. At Easter, hosts of holiday-makers took advantage of the opportunity



A FIREPLACE IN THE LONG GALLERY: No great Elizabethan house would have been complete without a Long Gallery. Robert Cecil made his as long as he could; it runs the length of the south front

HATFIELD HOUSE REOPENED to the PUBLIC

An Historic Mansion and Its Treasures on View Again

Hatfield House, and its forerunner, the Old Palace, have played no small part in the history of England, and the fact that the house is now open to view once again has evoked an immediate response from the public, who flocked there during the recent Easter holidays. The story of how Robert Cecil came to Hatfield is a curious one. He owned Theobalds, in the eastern part of Hertfordshire, which he had inherited from Lord Burleigh, Prime Minister to Queen Elizabeth. To this house he invited King James I. The King was so taken with it that he proposed an exchange, and Robert Cecil accordingly received the Royal Palace of Hatfield. Whether Cecil was pleased with his bargain is doubtful. No doubt the great red, rambling brick building

(*Continued below on right*)

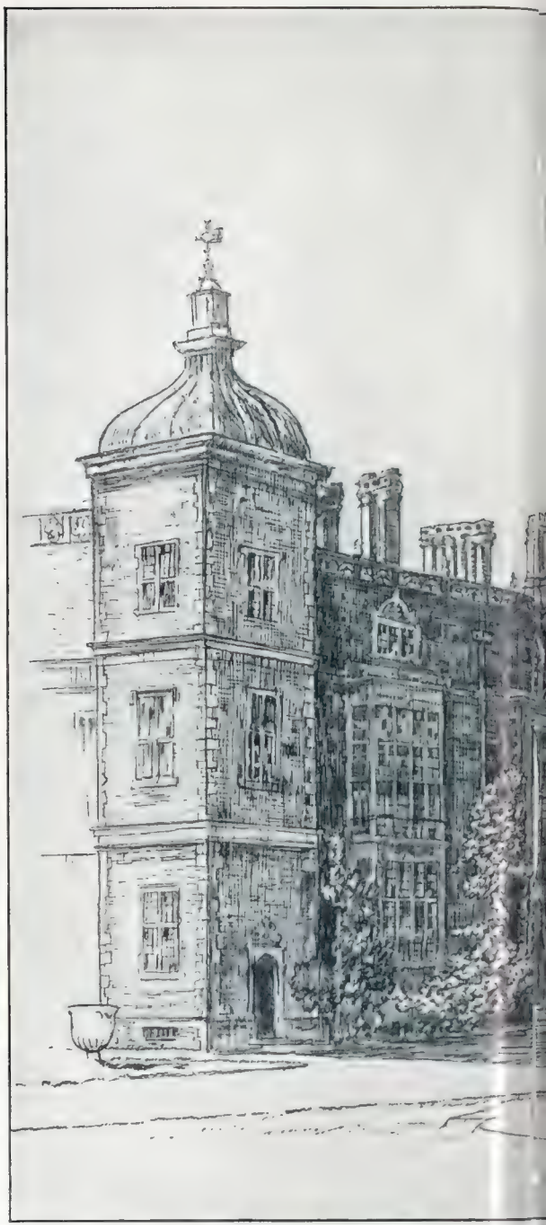
IN ONE OF HATFIELD'S STATE BEDROOMS: An elaborate canopy, and in the background a tapestry-adorned wall

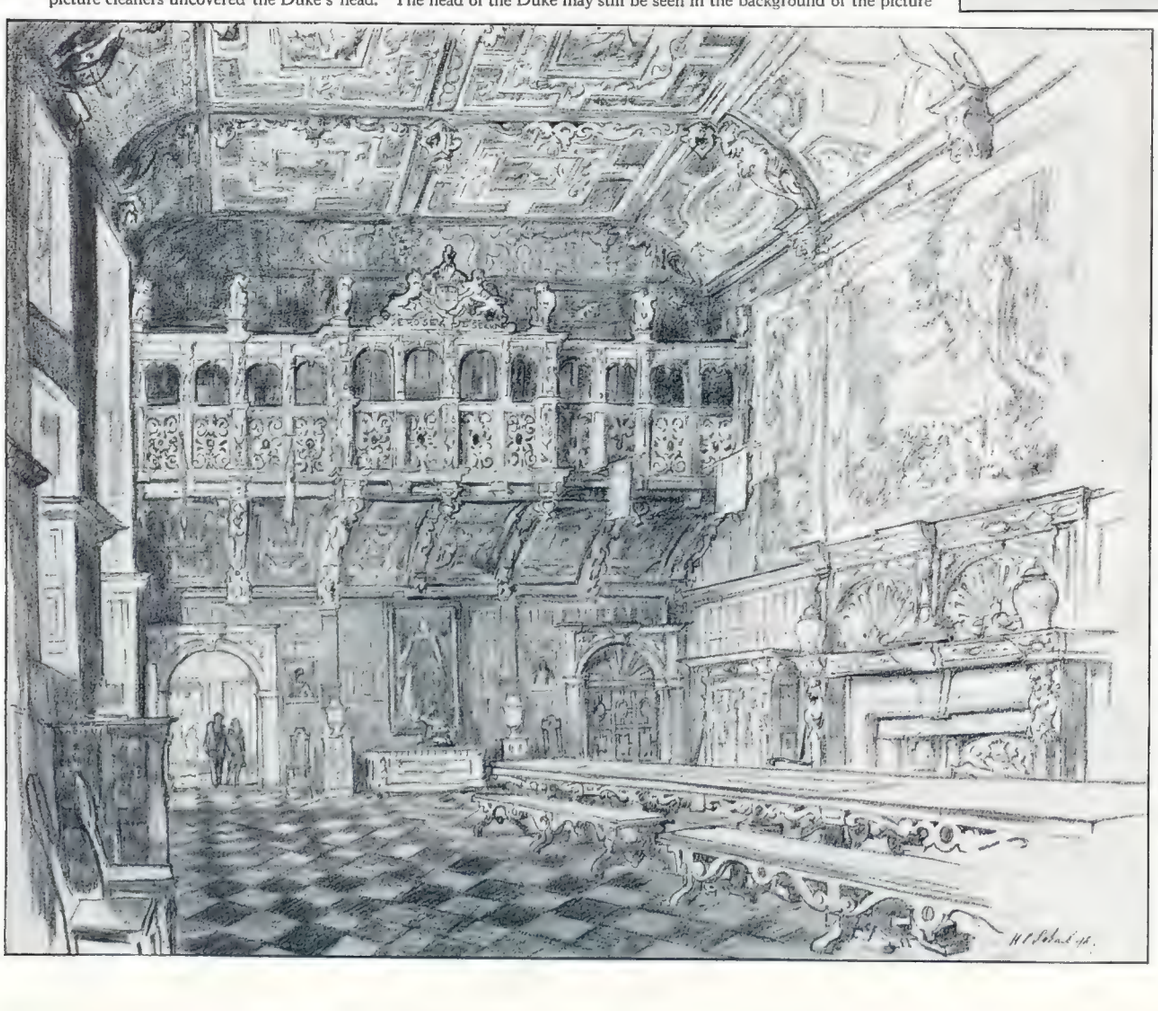
must have seemed to him dark and lacking in amenities. Moreover, he possessed to the full the Elizabethan passion for building. He therefore pulled down all but one wing of the old house, and used the brick to build the magnificent mansion that survives to this day. Robert Cecil, first Earl of Salisbury, built Hatfield House in five years. Building began in 1607 and the place was ready for occupation in 1612. The total cost was under £10,000. Apparently Cecil had no architect to make detailed plans. The tradition is that he bought drawings for a north and south façade, and, with his clerk of the works, Thomas Wilson, set to work to weld them together. Although the plans harked back to the past, the house when completed had a general air of light and space, and was truly Jacobean in spirit. The pictures on these three pages record its present-day magnificence and fine state of preservation.

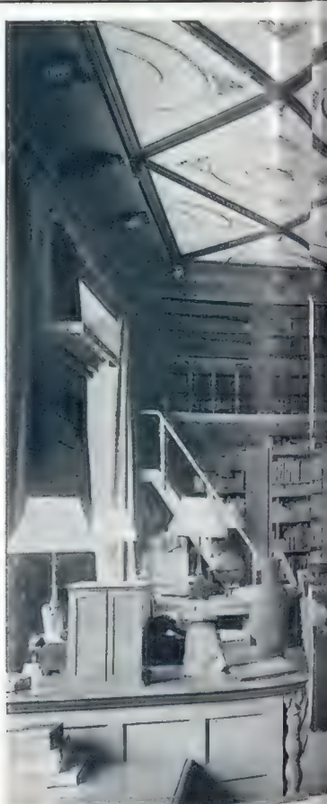
On left—THE ARMOURY: This was originally an open portico in the Italian Renaissance style, with windows in its north wall. The armour and tapestries were set up there by the third Marquess of Salisbury in 1874. Much of the armour was worn by men of the Armada. It was captured during the battle and presented to Lord Burleigh, Elizabeth's Minister. The tapestries, known as "The Four Seasons," depict the everyday life of the 17th century in winter, spring, summer and autumn

HATFIELD HOUSE IS AGAIN OPEN TO THE PUBLIC

CARVED WOODEN FIGURES ADORN THE GRAND STAIRCASE AT HATFIELD HOUSE: This staircase represents an attempt to adapt the Italian Renaissance style to the English type of oak staircase. It is elaborately carved and each pillar is surmounted by an oak figure. The large picture in the centre of the stairway has an interesting history. It is a portrait of the fourth Earl of Salisbury, who was at one time an associate of the Duke of Monmouth. When the Duke rebelled against James II he found himself in a position of considerable embarrassment. He had a full-length portrait of Monmouth in the house. He did not like to destroy it in case the rebellion was successful. On the other hand, if the rebellion failed the portrait would be incriminating. He therefore seems to have adopted the expedient of having his own portrait painted over that of the Duke, where it remained until 100 years ago, when some picture cleaners uncovered the Duke's head. The head of the Duke may still be seen in the background of the picture







On left—**THE MARBLE HALL:** Thi... Hatfield is the Jacobean adaptation of th... Great Hall. In his drawing Mr. W. ... shows the intricate detail of gallery ... The walls are adorned with a large set ... tapestry of the seventeenth century ... acquired in Spain by the second Marqu...

THE SOUTH FRONT OF HATFIELD HOUSE : A special "Sphere" drawing by W. P. Robins, who visited Hatfield to complete the work during the Easter holidays. Robert Cecil, the builder, was sent stone from Caen, in Normandy, for his great mansion, but it was only sufficient to face the central portion of this south side. For the rest he relied on brick, much of which came from those portions of the old palace which he pulled down. The brick has mellowed richly with time

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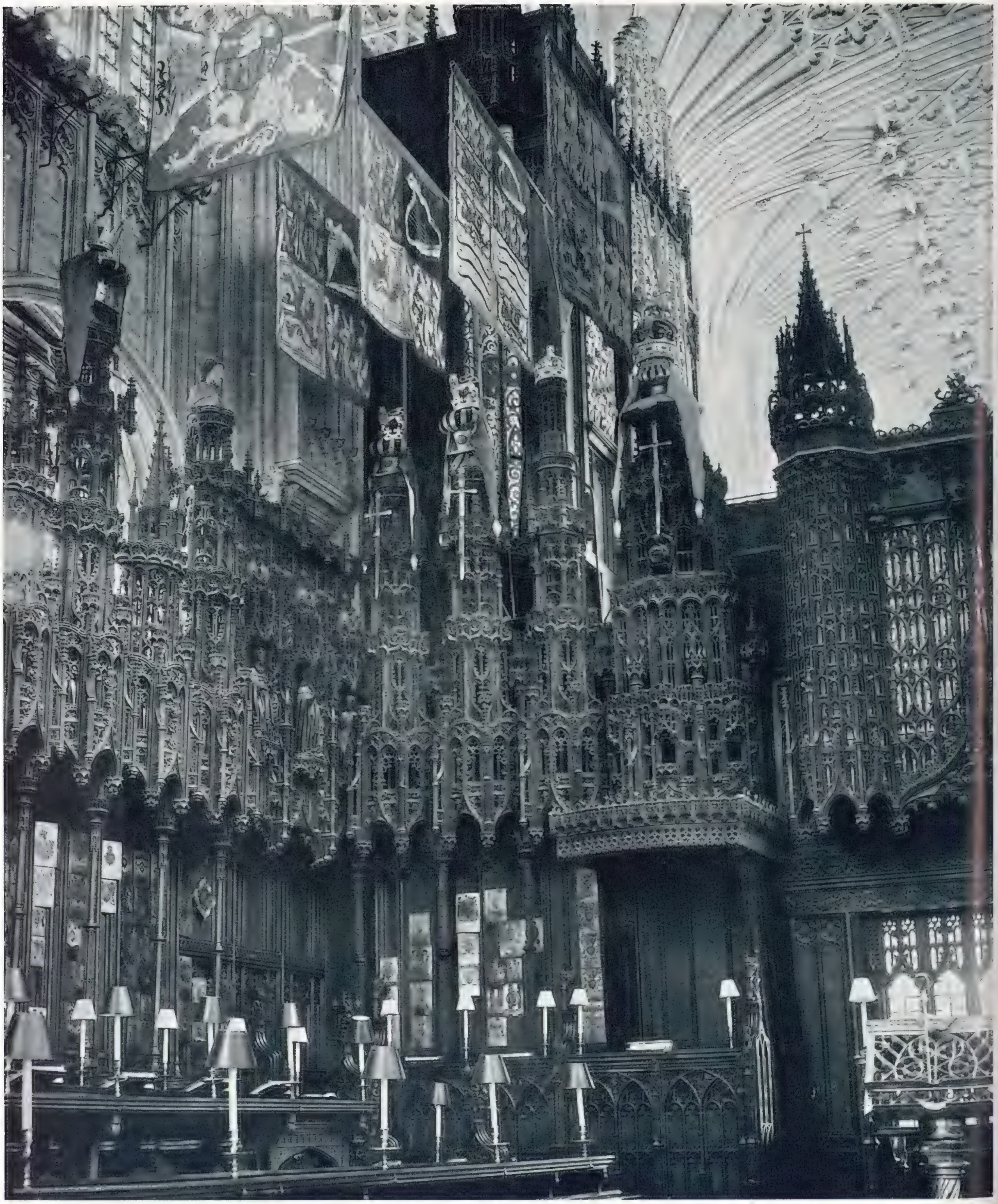
Drawings by W. P. Robins

THE GALLERIED LIBRARY : This is one of the smaller state rooms and necessarily lacks the ornate decoration of some of the others. Fluted columns divide off the shelves, and the staircase on the left leads to the gallery, where there are more shelves. Some of the most precious books from the library are at present displayed in cases in the Winter Dining Room

LOOKING ACROSS A HERBACEOUS BORDER TO THE WEST FRONT : The public are now being admitted to this west wing, and the family occupies the east wing. The north wing and the remains of the old palace are also on view. The garden at Hatfield has seen many changes and, unlike the house which was built in five years, has developed gradually. The garden on the west side below the terrace did not take on its present appearance until 1900, when it was restored to its Jacobean form. Among the glories of the garden are the copper beeches



THE ROYAL STALLS IN ST. GEORGE'S, WINDSOR, THE CHAPEL OF THE ORDER OF THE GARTER : Above the stalls are placed the banners, swords, helmets and crests of the Royal members of this ancient order of knighthood, the 600th anniversary of which takes place at the special installation service to be held on St. George's Day, April 23. The banners shown here are, right to left, the King's, the Queen's, the Duke of Gloucester's and the Duke of Windsor's. To these will be added on April 23 those of Princess Elizabeth (who will be installed a Lady of the Order of the Garter) and the Duke of Edinburgh

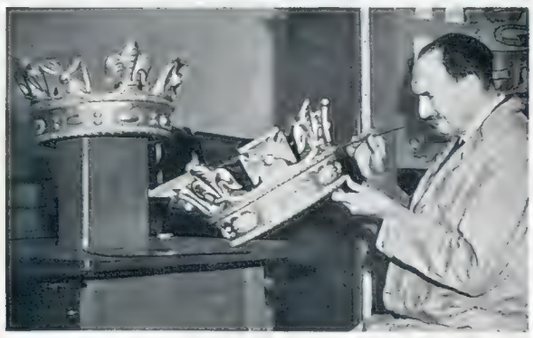
THE 600th ANNIVERSARY OF THE ORDER OF THE GARTER

Preparing for the Installation of the New Knights on St. George's Day in St. George's Chapel, Windsor

The Order of the Garter, the most illustrious and most ancient of all Orders, was originally instituted by King Edward III in 1348 as a purely military Order, and it is fitting enough that in 1948 the 600th anniversary of that event should be commemorated by the inclusion of distinguished fighting men among the new knights. On St. George's Day, at the service of installation, Princess Elizabeth, a Lady of the Garter, the Duke of Edinburgh, Earl Mountbatten, Lord Alanbrooke, and others will be formally invested. Of recent years this ceremony has usually been dispensed with, although there was a memorable gathering at Windsor in June 1911 for the investment of the Prince of Wales, and in the three years before the First World War there were similar services held at the special request of King George V. In addition to the installation on April 23, there will be a 600th anniversary service on Sunday, July 18, when the King and Queen will be present and the sermon will be delivered by the Archbishop of Canterbury. In preparation for the St. George's Day service the College of Heralds has been busily at work preparing the banners and emblems for the new knights, and these will be placed above their stalls prior to the installation. Some of these banners are shown on the next page.

The habits and insignia of the Order of the Garter are the garter, mantle, surcoat, hood, star, collar, George and lesser George. The garter, of dark-blue velvet, is inscribed in gold with the motto of the Order, "*Honi Soit Qui Mal y Pense.*" This garter is worn below the left knee. The eight-pointed star has a buckled circular garter and is worn on the left breast. The collar is of gold and consists of twenty-six Tudor roses.

ST. GEORGE'S CHAPEL, THE VALHALLA OF THE HOUSE OF WINDSOR AND THE CHAPEL OF THE ORDER OF THE GARTER: Each Knight of the Garter is allotted a stall in St. George's, and on it is set up a plate engraved with his titles and coat-of-arms. Above each knight's stall are also placed, during his lifetime, his banner, sword, helmet and crest. In addition to Princess Elizabeth and the Duke of Edinburgh, the installation will also take place of the Marquis of Salisbury, Earl Mountbatten and Viscounts Montgomery, Portal, Alanbrooke, Alexander and Addison. St. George's Chapel is one of the finest examples of the late-Perpendicular style. Between the wars it underwent extensive restoration



THE SENIOR HERALD PAINTER AT THE COLLEGE OF ARMS: Mr. E. A. Mitchell at work on the coronet of Princess Elizabeth, which will top the garter banner to be hung above Her Royal Highness's stall at St. George's. Also in the picture is the coronet of the Duke of Edinburgh

FIVE NEW BANNERS WHICH WILL HANG IN ST. GEORGE'S: They are those of Lord Alexander, Lord Alanbrooke, Lord Addison, Lord Portal of Hungerford and the Queen of the Netherlands. This picture was taken in the gallery of the Earl Marshal's Court at the College of Arms in Queen Victoria Street before the silken emblems were removed to Windsor, and while work was still in progress on the banners for Princess Elizabeth and the Duke of Edinburgh. The banner of the Queen of the Netherlands should have been installed some time ago. Her Majesty was admitted to the Order in 1944

PAINTING THE CRESTS OF LORD ALANBROOKE, LORD ADDISON AND LORD MONTGOMERY: The Senior Herald Painter at the College of Arms is seen at work on the badge, the sword and keys, and the mailed fist emblems of three of the new garter knights

Home News in Pictures

FROM TOWN, COAST AND COUNTRY

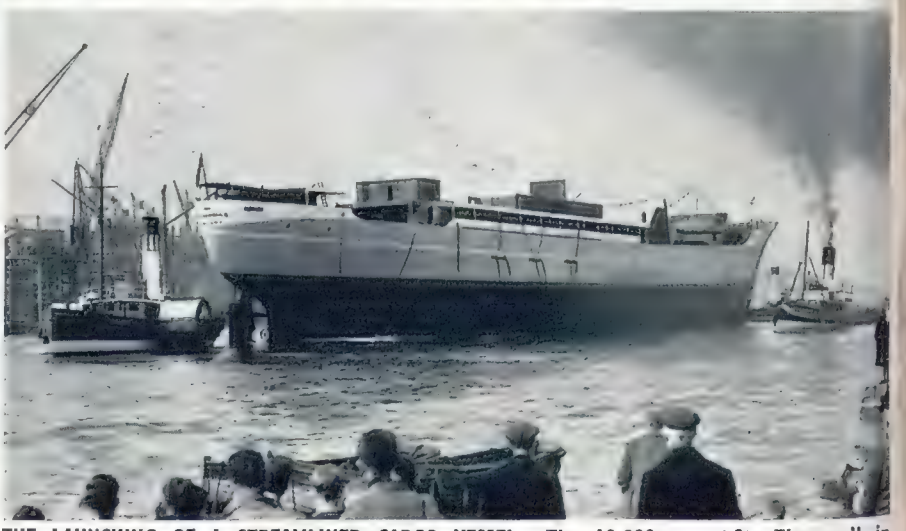
THE FIVE FINALISTS IN THE NATIONAL BALLROOM QUEEN CONTEST AT GROSVENOR HOUSE : The winner was Margaret Baker, a dress designer, and the runner-up, or "Queen's Attendant," was a former World's Amateur Ballroom Champion and Central European Champion, Jean Holloway. The contest was organised by "The People"

THE SCENE DURING ONE OF THE HEATS : Dancing took place to the music of Geraldo's and Silvester's bands. There was a cabaret, a mannequin parade and a film fashion parade, and the final was televised

SOME OF THE TWENTY-FOUR PAIRS WHO STARTED THE EVENING : Points were given for style and ability, grace and charm. The last five pairs all received awards. Among the judges for grace and charm were Sir Kenneth Barnes, Principal of the Royal Academy of Dramatic Art; C. B. Cochran, Norman Hartnell, Googie Withers and Susan Shaw, the new young star of the film of Norman Collins's novel *London Belongs to Me*. Later, Susan Shaw appeared in the film fashion parade in the wedding gown which she wears in that film. Josephine Bradley, Phyllis Haylor and four other dancing experts awarded the points for style and ability

WHERE THE NATIONAL THEATRE MAY STAND : A sum not exceeding £1,000,000 is to be voted towards the cost of the building. The L.C.C. has already agreed to set aside a suitable area on the South Bank of the Thames in exchange for the present site in South Kensington, which belongs to the National Theatre Trust

THE PROPOSED SITE FOR THE NATIONAL THEATRE AS IT APPEARS FROM WATERLOO BRIDGE : Sir Stafford Cripps announced in the House of Commons last month that he proposed to raise part of the cost of the building from public funds, adding: ". . . Since, however, it is most unlikely that it will be possible to make a start on the building in the life of the present Parliament, I propose to introduce legislation during the present Parliament to the effect that, if the L.C.C. provide a suitable site for the National Theatre, the Treasury may make a contribution not exceeding £1,000,000 towards the cost of building the theatre." The promoters of the National Theatre bought the present site in South Kensington for £75,000 in 1937. The committee now has only £70,000 in hand; a sum quite inadequate for the erection of a suitable building. Much controversy raged about the original choice of site, mainly because of its distance from West End theatre-land. The new site on the South Bank, between Waterloo Bridge and Charing Cross railway bridge, is farther away, but it is a district hallowed by the Old Vic, which drew its audiences from every part of London. The scheme would fit in with the developments planned for the south of London by the L.C.C.



THE LAUNCHING OF A STREAMLINED CARGO VESSEL : The 10,000-ton "St. Thomas" in the River Wear at Sunderland. The *St. Thomas* was built in the shipbuilding yard of H. L. Thompson and Sons, Ltd., of Sunderland. It has exceptionally clean lines for a cargo ship and incorporates many of the radical changes in the men's quarters as laid down in a paper on "Improved Ocean-Going Cargo Vessels" which was read by Mr. J. E. Church, the principal superintendent of the owners, before the Institution of Naval Architects

A GYPSY FAMILY ON THE OPEN ROAD AT MILFORD, IN SURREY: Neither housing problems nor basic worry the caravan-dweller, but Mr. Mitchell, who is seen in these pictures with his wife, his son and his three daughters, is thinking of settling down. "The caravans are going," he says. "Film people are buying most of them. I'm thinking of selling mine and settling in an old rail coach at Dunsfold, so the kids can go regular to school"

"D" FOR DOUBTFUL: Sir Alfred Munnings, President of the Royal Academy, signifies the opinion of the Selection Committee in the traditional manner. From left to right are W. Curtis Green, R.A. (designer of the Dorchester and one of the architecture judges); C. Wheeler, R.A.; W. T. Monnington, R.A.; Sir Alfred J. Munnings, P.R.A.; Reginald Brundit, R.A.; A. K. Lawrence, R.A.; Ruskin Spear, A.R.A. (who, when elected four years ago, was the youngest of the A.R.A.s); Stephen Gooden, R.A., and Malcolm Osborne, R.A. (President of the Royal Society of Painter Etchers). Each year about this time, the hanging committee of the Royal Academy sits in judgment on the pictures submitted for the Summer Exhibition. As each picture is brought in by the porters, the President holds up a letter "X" or a "D." "X's" are rejected at their first showing, "D's," or "Doubtfuls," come up again for final judgment. Later still, it has to be decided which of the accepted pictures shall have the favoured places "on the line." Sir Alfred Munnings himself does not know the origin of the traditional manner of signifying disapproval or doubt. The exhibition opens on May 1st

THE "RODNEY" MAKES HER LAST VOYAGE: The 34,000-ton veteran in the Firth of Forth on her way to Inverkeithing. Rear-Admiral Cunningham Graham, Admiral Superintendent of Rosyth Royal Naval Dockyard, was on the quayside as the *Rodney* drew away on her last journey to the shipbreakers' yard at Inverkeithing. The famous battleship was completed in 1927 and she now joins the *Queen Elizabeth*, the *Valiant* and the *Nelson*, which are to suffer the same fate

THERE'S MONEY IN MOLES: Jim Armstrong, of Castle Carrock, Cumberland, with a day's catch. Armstrong has made a career out of mole-catching. He is paid £5 a week by a committee of farmers to catch moles over an area of 7,000 acres in Cumberland and he adds to his salary by selling the pelts to the export trade. Here he is skinning the day's catch on a farm at Cumwhitton. In two-and-a-half years Jim Armstrong has disposed of 27,000 moles, thereby indirectly aiding home food production

FROM THE ISLE OF WIGHT TO STOCKHOLM IN A 10-FT. SAILING DINGHY: Hans Nordenstrom with his tiny craft on the beach at Hastings on the first stage of his adventurous journey. The twenty-year-old student from Djursholm, near Stockholm, has been studying architecture in this country during the last year. He expects the voyage to take about two months. His next port of call will be Dover, whence he will cross the channel to the French coast before making for the Kiel Canal and the Baltic

Picturesque Aspects of Eastertide

MAUNDY MONEY, THE BUTTERWORTH CHARITY, AND THE HARE PIE SCRAMBLE

A NEW SIXPENCE AND A HOT CROSS BUN : The Vicar of St. Bartholomew's the Great reading the service before the distribution of the Butterworth Charity, which is given away on the tomb-stone of the charity's founder every Good Friday. Standing in the background are the widows of the parish, including Mrs. du Jardin (who has lived all her life near St. Bartholomew's and was baptised and married at the church). The origin of this Good Friday custom of giving away sixpences and hot cross buns is not certain, but it has been suggested it is due to the diversion of a pre-Reformation fund designed to furnish masses for the dead. The first reference to it was in 1686. The principal source of the fund's income is a belated gift of £22 10s. made in 1885. St. Bartholomew's is one of the oldest City churches, and its founder, Rahere, is among the men of note buried there. William Hogarth was baptised at St. Bartholomew's

THE ANNUAL SERVICE OF THE HONOURABLE COMPANY OF MASTER MARINERS : The procession, led by the beadle, en route to St. Michael's Church, Cornhill. Walking in front of Prebendary Saywell, who took the service, and the Rev. G. A. Ellison is Air Chief Marshal Sir Frederick Bowhill, the Master of the Company. The congregation included Viscount Hall (First Lord of the Admiralty)

MAUNDY THURSDAY AT SOUTHWARK CATHEDRAL : Archbishop Amigo (centre ; wearing mitre) moving along the lines of old people as he washed their feet and handed them Maundy Money in token of the washing of the feet of the disciples at the Last Supper. The twelve men at the Southwark ceremony were residents at St. Peter's Home, Meadow Road, South Lambeth. On the same day at Westminster Abbey the Royal Maundy was distributed by the King. Officers of the Royal Almonry assisted His Majesty. The Lord High Almoner is the Bishop of Lichfield

"ENGLAND'S MOST BARBARIC FOLK-DANCE" : The Britannia Coconutters, a North Country troupe of Morris dancers, performing at Eastertide in the streets of Bacup. With hands and faces blackened, and wearing black pullovers and black knee-breeches, red and white turbans, and pirate skirts, they danced their way through the town

THERE WAS A BUMPER CROWD THIS YEAR FOR "ENGLAND'S MOST BOISTEROUS OUTDOOR GAME": *Left*—Villagers of Hallaton and Medbourne, not to mention a host of holiday visitors, streaming through Hallaton, Leicestershire, before the start of the annual Hallaton and Medbourne Hare Pie Scramble and Bottle-Kicking Contest. This contest, which includes all the rougher elements of hurling, Rugby and all-in wrestling, involves the carrying of a keg of beer over hill, dale and ditch until it reaches the stream, where it is touched down for a try. Afterwards the keg is broached and there are drinks all round. During the day there was a big gathering on the church porch (*right*), where the Rector of Hallaton, the Rev. C. M. P. Heath, is seen sharing out the hare pie

THE MORRIS DANCERS OF THAXTED—AN EASTER PERFORMANCE IN AN ESSEX COUNTRY TOWN: Quite a crowd of townspeople came out to see the dancers in their picturesque costumes as they went into action in the square near the parish church and the old Guildhall. Morris dancing is said to have been acquired from the Moors, perhaps on the return of John of Gaunt from Spain in the reign of Edward III. In Tudor times it was well established in England as a festival dance, especially on May Day and less often at Eastertide. Stock characters figuring in the dance are Maid Marian, frequently impersonated by a man, her paramour, her jester, a clown, Bavian or fool, hobby-horse and foreigners, perhaps Moriscos or Moors. The music used for Morris dancing differs in various parts of England, and there seems to be a good deal of freedom in using old popular song tunes, as well as the few genuine Morris tunes

The GHOST takes the VAMPIRE up 11¼ miles

Group-Captain John Cunningham Breaks the World Altitude Record

KEEPING THE RECORD STRAIGHT: Major R. H. Mayo, the steward appointed to observe the attempt to beat the altitude record, signing a card, which was subsequently photographed on to the film carried in the Vampire in which Group-Captain John Cunningham set up the new world altitude record of 59,492 ft. In this way the instrument readings were authenticated. Watching him sign are Colonel Preston (left), of the Royal Aero Club, and Mr. S. C. Caliendi, Chief Instrument Engineer of the de Havilland Company

BEFORE THE TAKE-OFF FROM HATFIELD: Group-Captain Cunningham, de Havilland's chief test pilot

THE VAMPIRE SOARS SKYWARD: The de Havilland record-breaker, which reached a height of about 11¼ miles, seen a few moments after it took off from Hatfield Aerodrome, Herts., on a flight which lasted 47 minutes and eclipsed by over 3,000 ft. the record achieved in 1938 by Colonel Mario Pezi, an Italian. The aircraft is basically a standard R.A.F. fighter with increased wing span and a special de Havilland Ghost jet engine of the type which is now being developed for use on Atlantic air-liners

BACK TO EARTH AFTER 47 MINUTES OF HIGH FLYING: The Vampire about to land at Hatfield Aerodrome following its record-breaking achievement. The machine was unpainted, thereby saving 25 lbs. in weight

Two days of calculation were necessary before the National Physical Laboratory and the Royal Aero Club were able to announce that Group-Captain Cunningham had broken the altitude record in his de Havilland Vampire fitted with a Ghost engine. Group-Captain Cunningham described the flight from Hatfield as uneventful. He took off from Hatfield in a south-westerly direction, and over Portsmouth estimated that he was about 42,000 ft. up. He then turned north, continuing to climb over London Airport, and reached his greatest height of 11¼ miles between Bedford and Cambridge. The pilot then returned to Hatfield. The aircraft carried cameras which took photographs every 30 seconds of altimeter dials operated by aneroid barometers. The film was removed from the plane on landing and sent to Farnborough for examination

MAIL SERVICE BY HELICOPTER—EXPERIMENTS BY BRITISH EUROPEAN AIRWAYS DEMONSTRATE THAT DELIVERIES CAN BE MADE WITH PUNCTUALITY: *Left*—**A Westland Sikorsky about to land at Mudford, near Yeovil, and (*right*) 400 lbs. of mail being put aboard. The machine took off sixty seconds after landing**

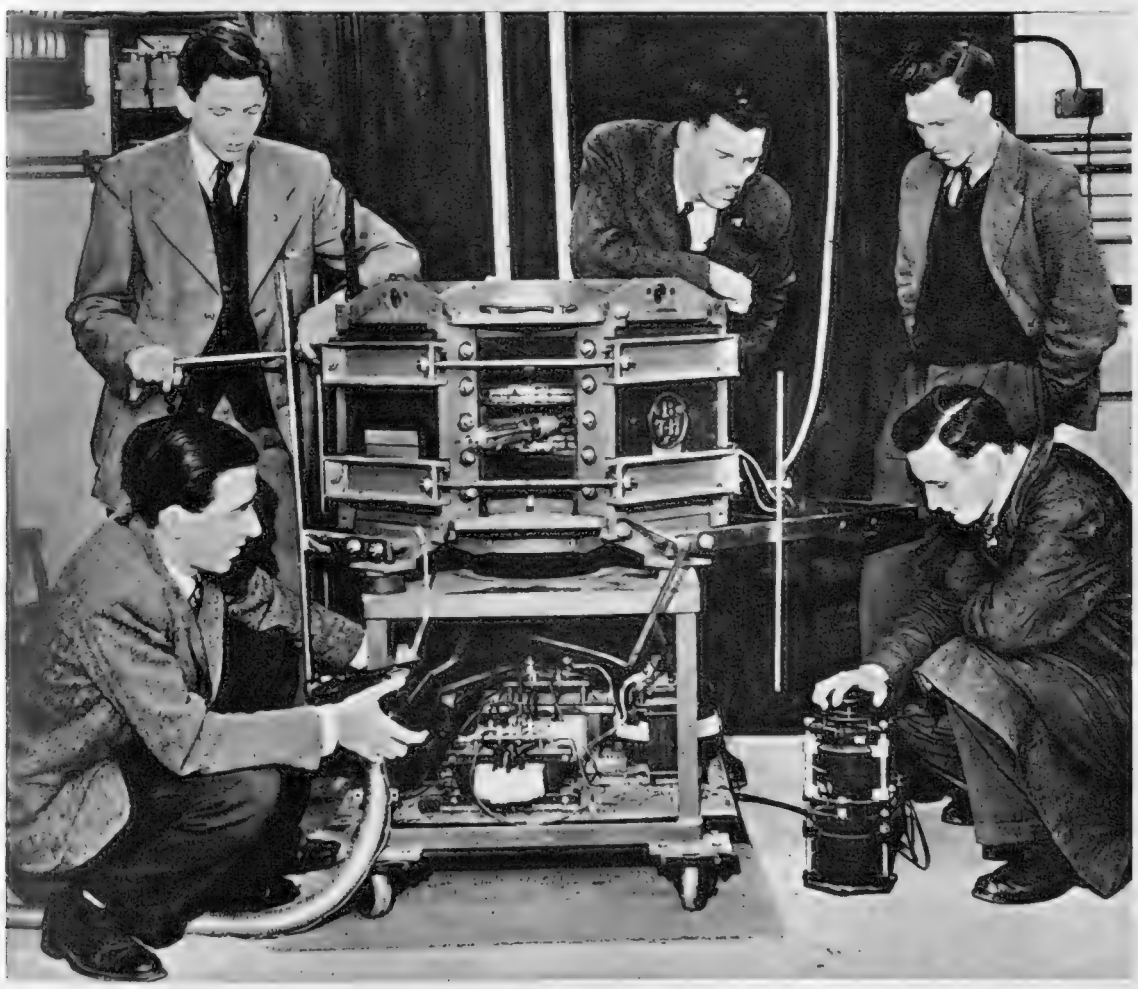
Last autumn the British European Airways Corporation established at Yeovil a B.E.A. Helicopter Unit. The object of the unit was to deliver mails, and in doing so to acquire knowledge requisite for meeting exacting G.P.O. requirements. During this test period a course was marked out from Yeovil to Sherborne, Blandford, Wimborne, Poole, Wareham, Dorchester, Weymouth, Bridport, Lyme Regis and back to Yeovil. During a five-week test period over this 120-mile course deliveries and collections have been made with a regularity of 96 per cent., despite some very bad weather. Post Office vans met the helicopters in the morning to collect deliveries and again in the evening to dispatch dummy mails. The scheduled time for covering the area in a helicopter is 1¾ hours, plus 10 minutes on the ground—one minute at each stopping-place. The target was to reach each landing-place within a minute of the scheduled time. Each helicopter carries a load of 400 lbs. of mail, representing between 10,000 and 12,000 letters.

SCHNORKEL, SNORT and BETATRON

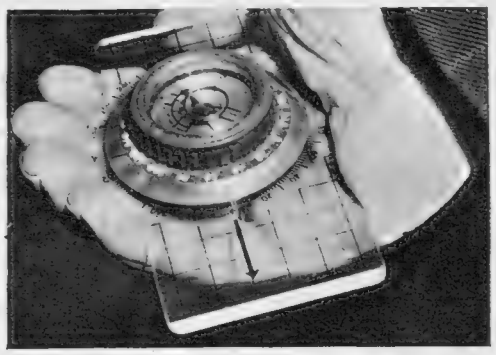
Submarine and Atomic Equipment Engage Scientific Attention

THE GERMAN SCHNORKEL DEVICE WHICH HAS BEEN MODIFIED BY THE BRITISH AND U.S. NAVIES: *Left*—**A close-up of the top of the Schnorkel on a submarine surrendered by the Germans to the Americans. The Schnorkel, enabling a submarine to breathe under water while using main Diesels, is here seen about to be lowered into its recess. Smoke and fumes are discharged through the vent just below the top.** *Right*—**The Schnorkel in the raised position**

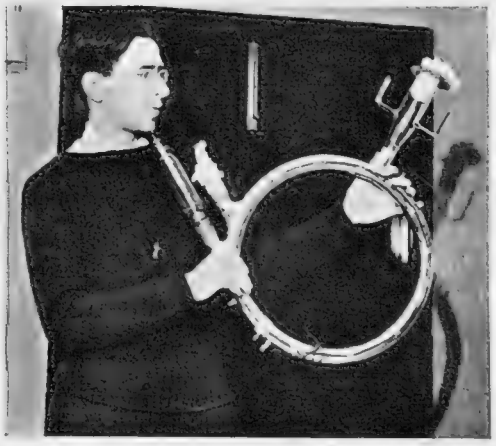
Of recent months the Schnorkel and the Snort have been widely publicised, largely as a result of the endurance diving tests of the submarines *Alliance* and *Ambush*, the one in tropic and the other in Arctic waters. The Snort breathing apparatus for submarines, which Britain has developed with such success, was first tried in the German Navy, but it was never popular with the U-boat crews, and the Germans never made a complete success of it. They called it the Schnorkel because of the characteristic sound it made in operation. The Germans experienced considerable difficulty in making watertight the junction between exhaust pipe and Schnorkel tube, and they were applying their ingenuity to this problem at the close of the war. Britain has made many modifications to the original Schnorkel, and by having the Snort farther aft and closer to the engine-room than in the German submarines, considerably less piping is required, with a corresponding increase in efficiency. The Americans call their version of the Schnorkel the Durante, for obvious reasons



THE OXFORD UNIVERSITY ATOM TEAM: At work on the Betatron in the cellar of Clarendon Laboratory, where the machine is now being installed. Oxford University atomic research will be helped considerably by this gift received recently from the Research Department of the British Thomson Houston Company, one of the main firms in the Associated Electrical Industries. The Betatron, which is used for the accelerating of electrons and may eventually be employed for the study of their behaviour in free space, was completed at Rugby last May, and Oxford is the first university in this country to acquire such an instrument. Leading the team working on the machine is Mr. J. L. Tuck (centre), who during the war spent two-and-a-half years in the closely guarded Los Alamos Atomic Bomb Laboratory and witnessed the tests at Bikini Atoll. The machine is being installed in the cellar of the Clarendon Laboratory, and it is hoped that it will be in operation within a few weeks



THE DANES SHOW THE WAY: This new lightweight Danish compass, designed for hunting, fishing, sailing, camping, rambling and all other outdoor and military uses, is now being manufactured. The compass-box has been treated to make it weather resistant, and incorporates a sundial. The 400 deg. scale and the 360 deg. scale, when compared, represent a nonius scale to each other, so that—sighting conditions permitting—readings can be made with the greatest accuracy. Though the compass only weighs about 2½ ozs., it is of robust construction and easy to repair



THIS IS THE ORBIT TUBE: Mr. R. S. Rettie with one of the vital parts of the Betatron. Through the tube electrons travel at 900 miles in one-two-hundredth part of a second

200 M.P.H. ON THE STRAIGHT

Should Be Achieved by Britain's New Racing Car

By CHARLES GRAVES

AS I write, nine experts are poring over blue-prints in a drawing-office at Bourne, in Lincolnshire. Soon their numbers will be trebled. The reason for their concentration is the construction of a racing-car which is expected to put Great Britain back on top of the world where motoring is concerned. More than seventy different firms are making component parts free, gratis and for nothing; many of them have handed substantial cheques to the British Motor Racing Research Trust—which is sponsoring the project. In fact, when the "B.R.M.," as it is to be called, takes the road early next year it will have cost, one way and another, £250,000.

The present Grand Prix formula for road racing motor-cars lasts until 1953 and calls for two categories—either a 1½-litre car with a supercharger, or a 4½-litre car without a supercharger. The Trust, brought into being by Raymond Mays and Peter Berthon, has selected a 1½-litre car with a supercharger. Rolls-Royce have been most co-operative in advice and help, particularly with supercharging. But as they do not officially approve of road racing, the engine cannot be strictly described as a Rolls-Royce engine.

It is hoped that the first engine will be on test by August and that the prototype will be on the road early next year. In many ways it will be revolutionary. It will be the first 16-cylinder, 1½-litre engine ever built, and it is aimed to produce 12/14,000 revolutions per minute. The previous maximum was 8/9,000. For the first time Raymond Mays—who will drive the car—will be using a chemically processed oil (Vigzol), most important because a particularly high film strength is required. He hopes to obtain a speed of over 200 miles per hour on the straight, compared with the existing speed of a maximum of 160 miles per hour. True, most modern road races are won by quick acceleration, but the extra speed should prove decisive at any races run on tracks with a suitable amount of straight stretches.

The tyres will have a slightly lower pressure, for road holding. No driver can drive a modern fast car full out unless he feels completely safe. According to Raymond Mays, road holding is 80 per cent. of the battle. He will therefore have independent front springing and a De Dion rear suspension. Again, according to him, the Mark 6 Rolls-Bentley is the last word in suspension. But the "soft, sleepy suspension" of the Mark 6 will have to be adapted to cornering and road holding at very high speeds.

The B.R.M. will have a 5-speed ordinary straight-forward "crash" gear-box. Its wheelbase will be only 8 ft., the track being 4 ft. 4 ins., and the bonnet sloping down as far as possible, so that the driver can see the road as near as possible.

Raymond Mays is unquestionably our greatest road-race driver and has won most of the important races at home and abroad. In the '30's, with Peter Berthon as designer and Humphrey Cook backing the show, he produced the E.R.A., a purely private-enterprise effort. Then during a visit to South Africa he began to realise the propaganda value, from an export point of view, of the German-sponsored teams of Auto-Unions and Mercedes-Benz. The Auto-Union team had been in South Africa the year before with their racing manager, quantities of mechanics, a spare team of cars and trade delegates in connection with the engineering side.

The road-racing itself was, of course, the highlight, but the general effect was that the import of German cars into South Africa was trebled the following year. These German teams went all over the world, sweeping the board and bringing business to the German motor-car manufacturers.

In 1939, Raymond Mays parted with Humphrey Cook and formed Automobile Development Limited with a view to financing a team of racing-cars, but the war intervened. Towards the end of it he began reviving his project. Letters were reaching him from young men in all three services, particularly soldiers in Italy, who could see with their own eyes that, while fighting was still taking place in North Italy, racing-car construction had begun in the south. All of them wanted to know what he personally was going to do about it. He therefore produced a scheme which he sent out to his previous friends in the motor accessories and engineering world.

The first three people to help him were Oliver Lucas—who died a few days ago—Sir John Black and Rubery Owen. He then visited manufacturer after manufacturer with the object of raising subscriptions and securing the various parts from the different manufacturers made to his specialised design. As he pointed out, the idea of a world-beating racing-car is twofold. On the one hand, it would help our export trade, owing to the increased prestige of British engineering; on the other, it would be of immense use to the manufacturers, as the car would be a kind of mobile research shop in which the manufacturers could test their produce under actual conditions and at very high speeds. At last the British Motor Racing Research Trust was started with a small committee of its biggest supporters. Through the intervention of Henderson Tate, one of the twelve regional controllers of the Ministry of Supply, Government help was sought. Raymond Mays had hoped that a cash sum would be given, but that proved too optimistic. Sir Stafford Cripps did, however, promise priorities of all the raw materials necessary for the construction of the car and gave it his blessing. Why on earth the British Council, which is attacked so regularly for its profligacy in running cultural activities in other countries, does not re-establish itself in public favour by giving a grant to the B.R.M. Trust, I don't know. In fact, the British Council runs exhibitions in various parts of the world; there could be no better exhibition than a team of British racing-cars sweeping the board, as the Germans did before the war.

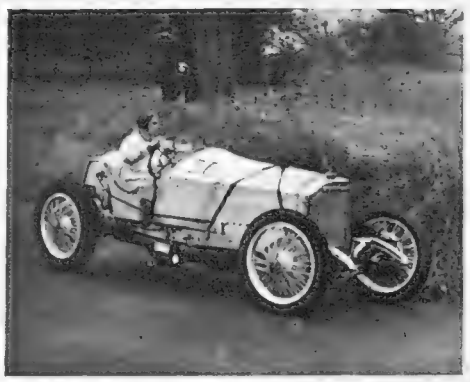
So far, £60,000 has been raised, though the target is £125,000. In the meantime, the manufacturers who are supporting the venture will soon be learning a great deal about stresses and strains in a car with almost twice as many revolutions per minute as before. The choice of materials, both of strength and lightness, will have to be very carefully made. Cooling will be a great problem and streamlining will, of course, be vital—that is, getting the cross-sectional area as low as possible and still leaving room for the driver. The B.R.M. will be barely 3 ft. 6 ins. off the ground at its highest point, Mays himself being well over 6 ft. and weighing—I should imagine—about 14 stone. While the parts of the car are being made he himself will be racing his pre-war E.R.A. at all the international Grand Prix events beginning on April 29 in Jersey. These include the Grand Prix at Geneva, the Grand Prix at Monaco, the Grand Prix at Berne, as well as the British Empire Trophy, the Ulster Trophy and the Shelsley Walsh hill-climbs.

One of the major difficulties confronting the B.R.M. project is the absence of a proper track. Brooklands was taken away years ago; Donington is still formally occupied by the military, who refuse to go and whose presence is still welcome to the local inhabitants, who benefit considerably and do not appreciate that from a long-term point of view they may be missing a great deal of future prosperity by their present behaviour. Unless a special track is laid in the neighbourhood of Bourne in Lincolnshire, it is almost certain that the B.R.M. will have to be tested abroad. The French racing-cars can be tested at Montlhéry, which has a high-speed section with banked curves and a road circuit offering almost infinite variations. The Americans have the Indianapolis track. In Belgium, races are permitted on the main roads. The Italian cars, too, can be tested on the motor roads of their country without difficulty.

It is the Italian cars, in the absence of German competition, which are likely to sweep the board unless the Raymond Mays project materialises quickly. This, of course, calls for a team of three cars with a suitable number of drivers and spare drivers. The drivers will not be difficult to find, though they will need considerable experience and practice in travelling at speed.

There is little doubt that if the B.R.M. achieves world success it will give the greatest possible fillip to the export trade and every single accessory used in it. In the old days motor racing used to be regarded as a rich man's sport. The Germans soon proved that it could be made the focal point of a highly important section of overseas trade. That is, of course, how it should be regarded to-day.

AT THE LUTON HOO SPEED TRIALS ORGANISED BY THE VINTAGE SPORTS CAR CLUB: A general view of the gathering that turned out for this event on Easter Monday to aid the funds of the Institute for the Blind. Fuel restrictions handicapped many of the competitors



A VETERAN AND A NEWCOMER WHICH BOTH SHOWED THEIR PACES TO ADVANTAGE: *Left*—Peter Clark driving a 1914 G.P. Mercédès in which he put up a resolute performance in the class for cars of over 3,000 c.c. at the Luton Hoo meeting on Easter Monday. J. N. Cooper (*right*) appeared in his diminutive 500-c.c. racer, the Cooper 500, and was followed home in his class by another Cooper 500. The Cooper, which is powered by a rear-mounted racing J.A.P. engine, weighs less than 5 cwt. complete. Since its first appearance at a Prescott hill climb about two years ago the Cooper 500 has established itself as one of the most efficient half-litre sprint cars in the world. John Cooper's standing-start kilometre at over 68 m.p.h. is actually faster than the official International Class I record for the distance

TRAGEDY MARS THE RACE FOR THE AUTUMN PRIZE IN BUENOS AIRES: *Left*—Jose Fanto's car came to rest in a wire fence when the driver lost control on the wet surface. He was slightly injured. *Right*—Police and spectators rush to the rescue of Luis Pessatti, whose Alfa-Marine racing-car skidded and hit a tree. Pessatti died a few moments after the crash

FROM PINERO TO VAN DRUTEN

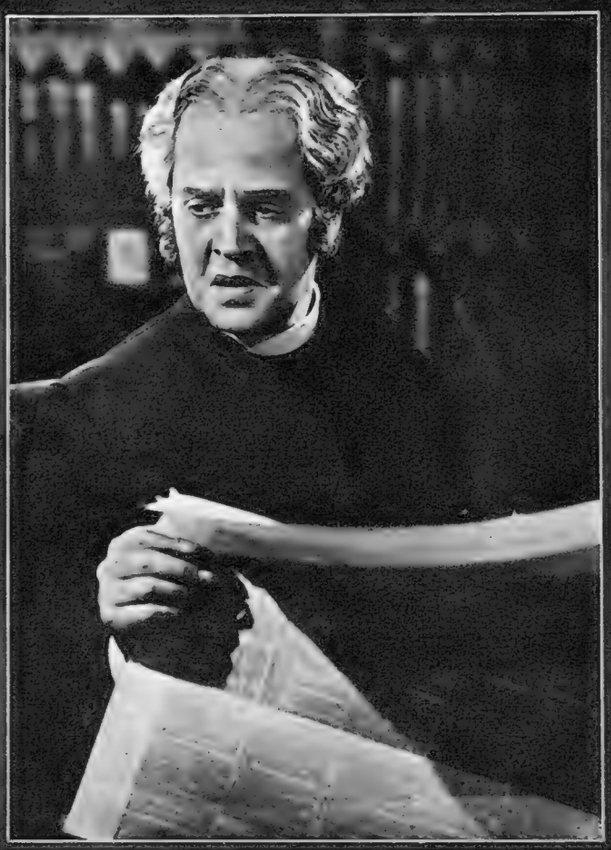
"Dandy Dick," at the Lyric, Hammersmith, and "I Remember Mama," at the Aldwych

THE HUSSARS VISIT THE DEANERY: A scene in the first act of the revival of Arthur W. Pinero's farce "Dandy Dick," at the Lyric Theatre, Hammersmith. From left to right are Richard Wattis as Major Tarver (of the —th Hussars); Joan Benham as Salome; Jennifer Gray as Sheba; William Bridger as Mr. Darbey and Eric Messiter as Blore, the butler. The play was directed by Athene Seyler and is a Company of Four production

DALLIANCE AT THE DEANERY: The Dean's daughters, returned from the cancelled fancy-dress ball, accept the excuses of their cavaliers somewhat coldly. Viewing the scene are the Dean's sister, Georgiana Tidman (played by Joan Young), and Sir Tristram Mardon, Bart. (Owen Reynolds). Settings and costumes were designed by Cecil Beaton

UNCLE CHRIS DEALS WITH A SUITOR: Frederick Valk as the despotic uncle and Milo Sperber as Mr. Thorkelson, the little undertaker who dared to ask for a dowry before marrying Aunt Trina, in "I Remember Mama," at the Aldwych Theatre

John Van Druten's play *I Remember Mama* is based on Kathryn Forbes' novel *Mama's Bank Account*. The production is by Mady Christians, who takes the leading part of "Mama." The story is slight, and such drama as there is springs from the realistic treatment of the everyday incidents in the life of a poor Norwegian family in San Francisco. Frederick Valk (wearing a large and imposing moustache) plays the aggressive and disreputable Uncle Chris, who, after terrifying and scandalising the family, is finally revealed as a philanthropist



THE VERY REV. AUGUSTIN JEDD, D.D., DEAN OF ST. MARVELL'S: Denys Blakelock plays the Victorian clergyman who gets arrested for doping a racehorse. That the stilted dialogue and the stock characters of Arthur W. Pinero's *Dandy Dick* do not detract from the effectiveness of the farce to-day is largely due to the brilliant character study of the Dean by Denys Blakelock; the "period" production by Athene Seyler and the sets and costumes of Cecil Beaton. The play is well constructed and the story of the discomfited Dean lends itself admirably to the quiet Victorian humour

OFF TO THE HOSPITAL: Mady Christians as Mama, Frederick Valk as Uncle Chris, Maureen Davis as Dagmar, Gunnar Hafsten as Nels and Josephine Dent as the scarlet woman

The World of Books—By VERNON FANE

MENDELSSOHN WAS A HAPPY MAN

The Romantic Life that Provided the Background for His Masterpieces

JUST 100 years ago, the composer, Mendelssohn, died. He was only thirty-eight, very happily married, and had said of himself that "My work is a supreme pleasure." At the age of twelve he had already shown himself a fine musician, had composed a certain amount and had written down his compositions in a clear and mature hand. Mendelssohn was a happy man; it was not until after his death that he was attacked in print by "the ungrateful Wagner," who wrote, in all-too-reminiscent terms, of Judaism in Music.

THE ROMANCE OF THE MENDELSSOHNS (Dobson. 18s.) is part-biography, part-appreciation and part-love-story, for the young people had ten years of completely happy marriage, and M. Jacques Petit-pierre lays particular emphasis on the influence that this calm and secure home life had on Mendelssohn's music, and his creative capacity.

He was Felix Mendelssohn-Bartholdy, the son of a rich Berlin banker, and she was Cecile Jeanrenaud, the daughter of a Calvinist and of a Huguenot, who lived in Neuchatel. The author, who is himself a Swiss antiquary, has had access to many of the family papers and music manuscripts not so far published, and has illustrated his charming book, which was printed in Switzerland, with scores of family sketches and reproductions of water-colours which give a very exact idea of their *milieu* and of the houses and cities and mountains near which they lived.

There is a Mrs. Miniveresque charm about the novels of Winifred Peck, of detail added to detail, and all of them carefully observed; of polite life in the upper middle class confronted by the violent and impolite exigencies of war and reconstruction, and of universal good sense and balance. VEILED DESTINIES (Faber and Faber. 8s. 6d.) is, I think, an inappropriately melodramatic title for Lady Peck's new novel, but I was undeterred by it, as I advise you to be, for there is a good story here, and one that is near to many present-day lives.

After the war the Vaille family find that they cannot afford to keep up their big house and its lovely grounds, and since they are all devoted to the place, they decide reluctantly and with some qualms to take eight or nine paying guests who, they hope, will appreciate the country life as much as themselves. The Vailles also hope—and in this they are almost immediately disappointed—that, however disparate the guests may be, they will achieve a degree of co-operation.

In the end some kind of peace and unity comes to the survivors of the experiment, and a measure of happiness to some of them, but the way to it has been hard and beset not so much with the bludgeonings of fate as with the pinpricks of daily exasperation. The author may be said to have adjustment and compromise as her theme here, and she has handled it with a mature outlook, and an underlying and very feminine humour.

Although M. Andre Nature's short stories have been translated into English, and well translated, though the craftsman remains anonymous, they retain their French manner and their French crispness. SAN-SOU-CI (Heinemann. 6s.) is a brief little collection of even briefer stories, but it is not unrewarding, and there is a lightness about it that makes the tales a real pleasure to read, whether they are dealing with a South Sea island (not in the manner of Mr. Maugham) or with a French sportsman on a shooting party.

M. Nature appears to have a well-bred detachment from the more sensational emotions, and this allows him to write of the foibles of his fellow-creatures with a nicely objective sense: a refreshing discovery, and welcome, for the good manners of its realism.

ADAM IN THE WOODPILE (Home and Van Thal. 9s. 6d.) is a sympathetic study of two young people who are the product of a marriage between a woman who is partly white, partly negro, and a man who is partly negro with a dash of Chinese. The parents are hard-working and ambitious, and they build up a successful car-hire business in their native Trinidad. When the boy and the girl have had the groundings of a good education and reached matriculation standard, their father and mother decide to send them to England, where the girl will have secretarial training and the boy will study for a medical degree.

That is the plan, but the best-laid plans can go wrong, especially when they are not carried out by the planners themselves. Once in England, the boy and girl continue their education, but it is a political education, and both of them become deeply involved with extreme elements. The boy returns to Trinidad, where he is killed in a labour riot, and the girl goes on the streets to support herself till the negro father of her child comes out of jail after an eight-year sentence.

There is not much escapism about Mr. Ian McLeish's novel, and nothing that is lighthearted or even very objective, but his sincerity is unquestionable. It just lacks the leaven that would have made the arguments more convincing, and the spirit that would have made their recital more readable.

Mr. Hobert D. Skidmore overwrites, and he is capable of sustaining a mood of exaltation to an almost unbearable degree, but nevertheless he has something to say, and says it forcefully and effectively. MORE LIVES THAN ONE (Wingate. 10s.) is the story of a group of maintenance men whose job it was during the war to keep the American air fleets in the Pacific flying, and who lived on tiny islands and atolls, often under daily bombing, and always in the shadow of fear and exhaustion.

Mr. Skidmore not only knows how to make his point; he writes as if everything he describes had been an immediate personal experience, deeply felt and sharply remembered. This is not to say that he is not imaginative, for the memory has many facets and a man's account can be exact and dramatic at the same time. This is a breathless kind of book, but so are some forms of war.

REPAIRING AND REPAINTING DR. JOHNSON'S HOUSE IN GOUGH SQUARE: A painter at work on the lower windows of the house where the celebrated lexicographer lived and worked near Fleet Street. The house was a part-victim of the blitz, and the damage has since been accentuated by neglect. Last year the Pilgrim Trust granted £2,500 towards its restoration, and the work has since been going steadily ahead

Ellery Queen's edition of THE QUEEN'S AWARD: 1946 (Gollancz. 10s. 6d.) is a little belated perhaps, but none the worse for that.

This is a series of sixteen stories by different masters of crime fiction, and all selected for some special quality by Ellery Queen, who is himself quite a master in the genre. Or should I say quite two masters, as I understand that the name is a pseudonym for a team of two writers. Incidentally, although a voracious fan of this type of writing, I had never read any of the sixteen stories before, so it is to be hoped that you will be as lucky.

Although I am told that editors spend many hours, days, and even weeks deciding the order in which stories in this type of book shall be printed, I doubt if there are many readers conscientious enough to begin at the beginning and go straight through. A collection, like an anthology, is a challenge, and to roam back and forth erratically is bound to give the reader more of a feeling of Treasure Trove than a methodical progress.

Recommended for special attention are the stories by Ngaio Marsh, Philip Macdonald and Frances Crane. And an urgent word of recommendation for the last item—"The Prize Contest Detective Story to End All Prize Contest Detective Stories." But I hope it doesn't.

A ROPE FOR THE BARON (Sampson Low. 8s. 6d.) is a straightforward and slightly old-fashioned story by Mr. Anthony Morton. It concerns the activities of the gentleman known as the Baron, "cracksman extraordinary," and quite a chap in his own right, as he is a reformed character and often uses his rather individual knowledge to help the forces of law and order.

I enjoyed this book, and found it restful, which is to say that I found it absorbing.

IN PRAISE OF BATSFORD

A Publishing House and Its Recording of the English Scene

The English character, we flatter ourselves, is not without complexity, and the English spirit is not to be defined in a few words. We are best understood, perhaps, by the sights and scenes of town and countryside, the everyday life of England past and present, and by our rich architectural heritage. These things have had no more faithful recorder than the House of Batsford. To-day these publishers are, in the face of paper shortage and binding difficulties, continuing to produce outstanding books on the fine arts, architecture, applied art, technology, topography and social life, as witness these latest titles.

LOCAL STYLE IN ENGLISH ARCHITECTURE (Batsford. 15s.) is the work of Thomas Dinham Atkinson, F.R.I.B.A. This is a most important piece of research into the reasons for regional variations in style, for the emergence, for instance, of the unique fifteenth-century towers of the Somerset churches, the half-timber work of the houses of the Welsh Marches, and the extraordinary craftsmanship of East Anglian church roofs. Geology, race, religion, foreign influence, transport and fashion are all bound up with these questions, and Mr. Atkinson has produced a masterly introductory survey to a subject which he hopes will in the future receive fuller treatment, possibly county by county. It has been his initial task, he says, "to plant crabsticks for posterity to graft on."

Another architectural investigation of special interest comes from Donald Pilcher, whose book THE REGENCY STYLE (Batsford. 15s.) is an enquiry into the writings of the architects, the landscape gardeners, and the theorists who dominated architecture in the first thirty years of the last century. Papworth, Malton, Loudon, Repton, Smirke and Soane all contributed to this style, and for the most part they were an exuberantly verbose lot who never wearied of setting down their ideas in the jargon which they themselves developed. Their skill in uniting realism and lyricism in art and architecture was their special secret, however, and Mr. Pilcher attempts to show how idealists and materialists, "these two decks full of exuberant passengers," as he calls them, managed to travel together without overturning the bus. That Regency partnership clearly has lessons for us to-day. The illustrations in the book are culled from such typical Regency sources as Bath, Cheltenham and Brighton.

In ENGLISH RIVERS (Batsford. 18s.), John Rodgers takes us on a journey along some of our most celebrated and some of our least-known waterways. A few of them, like the Thames, have been chronicled time and again, but others have been surprisingly neglected, considering the important part they have played in our social history. This is especially so of the North Country, where we follow the Alten, the Rede, the Wansbeck, the Coquet and the Aln, to mention only a few rivers. Those with a taste for wandering will find along these wild and remote valleys country that is strangely inviting. Mr. Rodgers writes about the rivers of England in all their aspects, the historical, the commercial, the geographical and the scenic, and he leaves no doubt that they hold for him an abiding fascination.

COMPOSITION (Batsford. 15s.) is an analysis of the principles of pictorial design. The author is Cyril Pearce, of the Department of Fine Arts, University of Reading. The book has been specially written for use by students and in art schools. It is fully illustrated by more than 100 drawings, and there are 35 other Plates in colour and monochrome.

Another book for the art lover and the student is SWISS MEDIEVAL TAPESTRIES (Batsford. 18s.). The author is Frederic Gysin, and he concentrates on the tapestries which made their appearance between 1460 and 1500 in the region of Switzerland and the Upper Rhine. That was their heyday. Sadly enough, little of the original output has survived, for tapestries, that would nowadays fetch enormous prices, were then used to cover wagons, upholster furniture, and even protect flower-beds. The detailed reproductions in full colour in this volume are first-rate.

Two excellent additions to "The Georgian Handbooks" Series are THE ENGLISH LANDSCAPE GARDEN by H. F. Clark (Pleiades Books. 12s. 6d.), and THE GEORGIAN PLAYHOUSE (Pleiades Books. 12s. 6d.), by Richard Southern.

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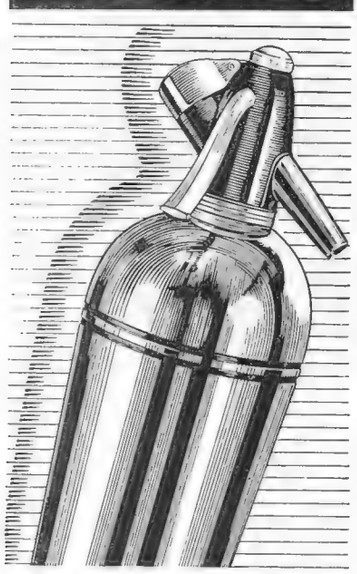

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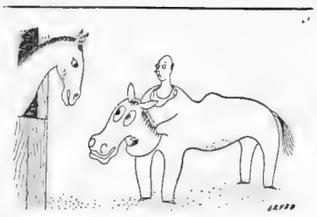

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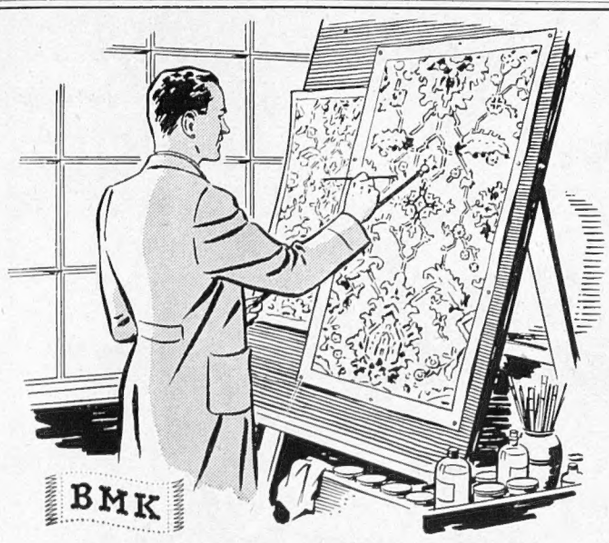

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published only three papers on chemical subjects in the course of over fifty years of scientific research, but his work is of such importance that he is regarded as one of the founders of modern chemistry. The most important of his papers, published in 1756 and entitled "Experiments upon Magnesia Alba, Quicklime and some other Alcaline Substances", deals with the chemical changes which occur when quicklime is added to the "mild alkalis" to render them caustic. He showed that when a solution of mild alkali is treated with quicklime, limestone and caustic alkali are produced. Black's explanation of this reaction is still accepted, and so well reasoned is his paper on the subject that it is regarded as one of the classics of chemical literature.

Born in 1728 in Bordeaux of Scottish parents temporarily resident in France, Joseph Black went to Glasgow University at the age of 18, becoming Professor of Anatomy and Chemistry in 1756, a post he retained for ten years until he took up an appointment at the University of Edinburgh. But it is for his work on the alkalis that this Scottish chemist is remembered. These chemicals which include such everyday substances as washing soda and bicarbonate of soda, are as essential for industry as for the home. Their manufacture is one of the most important branches of the British chemical industry.

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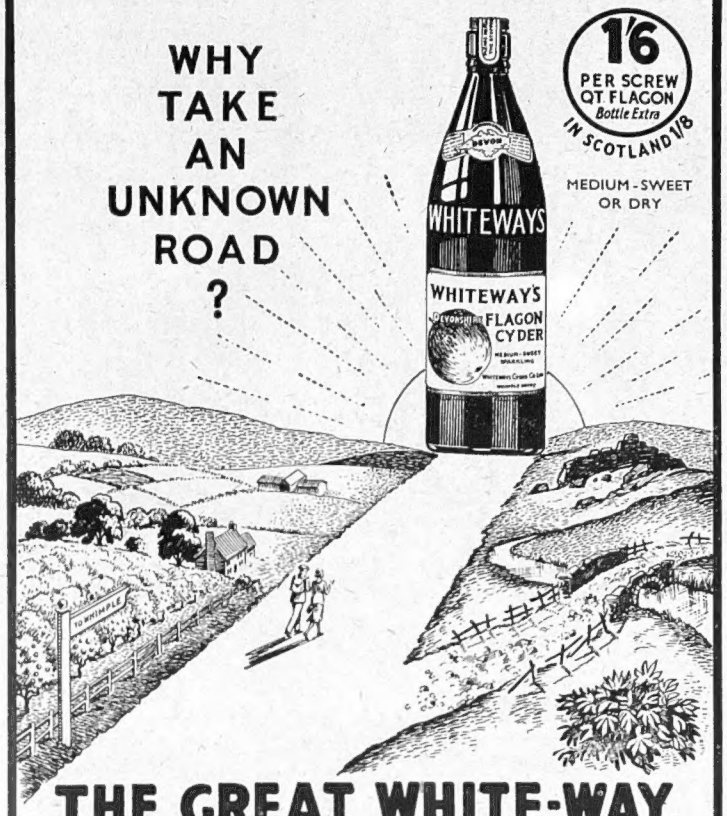

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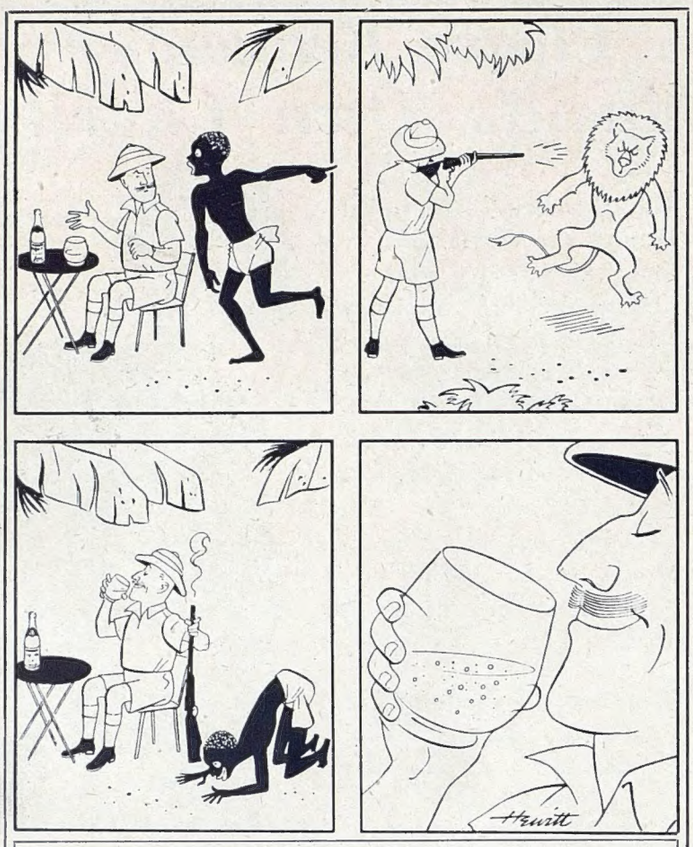

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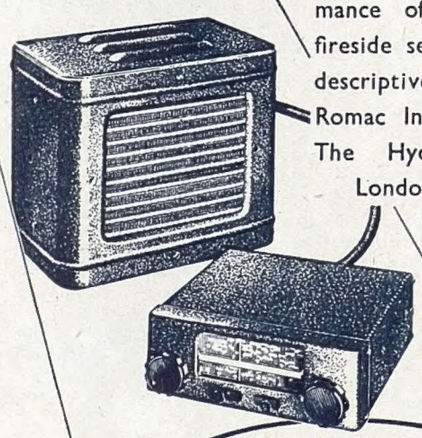

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